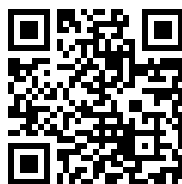

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The railroad telegrapher

Order of Railroad Telegraphers (U.S.)



VOL. XVI, No. 1
JANUARY, 1899

New



THE

RAILROAD TELEGRAPHER



PUBLISHED AT PEORIA, ILL.

BY THE ORDER OF RAILROAD TELEGRAPHERS.

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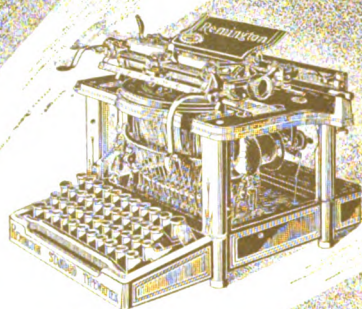
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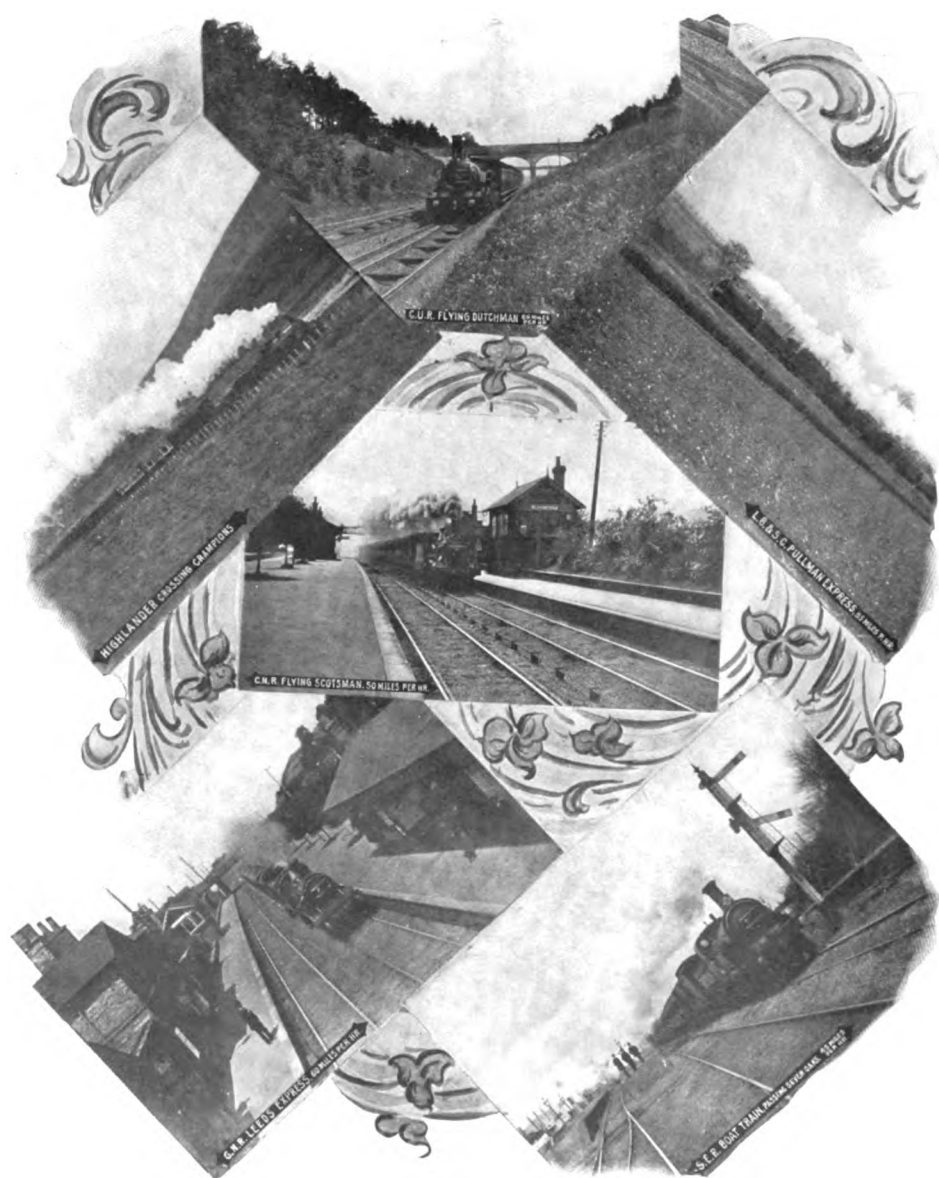
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THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



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VOL. XVI.

JANUARY, 1899.

No. 1

EDITORIAL

1898 — 1899.

THE year 1898 has passed into history. It was an important epoch for the people of the United States and all other lovers of freedom and equality wherever. From the day of the destruction of the Maine in Havana harbor to the day of the signing of the peace treaty at Paris the English speaking people of the world experienced a change of heart. The inhabitants of Great Britain and her Colonies saw their American cousins distinguish themselves with exhibitions of the old time Anglo-Saxon courage, and their hearts went out to them. The consequence is that a more friendly and fraternal feeling exists between the English speaking nations than ever existed before. The situation is full of significance when it is remembered that although they now have a limited monarchical Government they are the pioneers and prime promoters of democracy.

The hands of tyranny have been raised from the Western Hemisphere and millions of people have been placed upon a higher plane of freedom.

The rulers and the aristocracy of the old world have had another object lesson in the art of war and in diplomacy that was not synonymous with deceit.

The young Republic of the West has been an enigma to Eastern rulers for many years. Its recent exhibition of virility has had the effect of disturbing their equanimity; they are inclined to fear such a rival. It is probable that political issues have been raised in the United States that will not be settled for many years, but the upshot of it will be that a greater measure of freedom will be accorded to millions of people who will be greatly benefited thereby.

The people of Cuba and the Philippines may not be very clear as to the difference between liberty and license, at the present time, but it is safe to say that they will soon learn.

While the people at home are debating the questions from different points of view the United States troops will be busy bringing order out of chaos, and by the time the debate is brought to a close the people of Cuba and the Philippines will doubtless be prepared to govern themselves. Arousing

the war spirit of the country did not work in any way detrimental to the labor unions. From all sources come reports of gains in membership and better financial conditions. Many wage-earners caught the idea that it was about time they made a stand for their rights and many new schedules were the result. Political emancipation of one class will lead to the industrial emancipation of the other.

The nation that produced such heroes as the war developed is not going to be enslaved or deteriorated by the mere power of pelf. The man behind the gun will turn his attention to that phase of the question before long, and he can be depended upon to do his duty wherever it may lead him.

The outlook never was brighter. Advanced education is proving effective in broadening the views of the rank and file and giving the leaders a better poise. The wage-earners will make good use of their opportunities in 1899,

Labor Conditions in Colorado.

IT seems to be highly probable that the State of Colorado will have the honor and distinction of being the first state in the Union to be controlled by those who produce wealth. The Legislature now in session has seventeen members who hold up-to-date cards in labor unions, and if they do their duty, as they undoubtedly will, the day is not far distant when proper respect will be paid those who produce wealth by those who manipulate and consume it without giving to society a just equivalent in return. The present laws of the state were framed largely in the interest of incorporations and the rich. That they are unsatisfactory to the more intelligent of the working people is only a natural sequence, but the opportunity for these people to revise them is at hand. In order that the state may be actually governed by the people, the first radical change will undoubtedly be along the lines of the initiative and referendum, thus placing the means of salvation fairly in the hands of the people. That they will make good use of their opportunities goes without saying.

The idea of making each county a business organization as well as a political one is receiving some consideration. It is argued

that if this is done the two principal factors in the production of wealth, labor and land, can be brought together to the advantage of all, without giving the lion's share of production to the capitalist.

The idea that men with money are absolutely necessary before any great enterprise can be undertaken, is gradually disappearing. Under the new conditions about to be inaugurated, the man with money will not be near so important as the man with brain and brawn.

Those who are industrious and thrifty will be prosperous, while those who are idle and dissolute will be the reverse. The natural resources of the state will be developed by labor, and those who do the work will be the most benefited. All kinds of business will improve and the state will become permanently prosperous. Civilization will receive a new impetus from the happy inauguration of a regime of justice, demonstrating to the rest of the world that business depression is not an evil to be calculated upon and placidly endured where people are inclined to be industrious and thrifty.

Wage earners everywhere would do well to watch the political kaleidoscope in Colorado.

Diluted Stocks.

ONE of the best jokes ever perpetrated upon a confiding people is that of the financier when he waters his railroad stock. After the act has been neatly done it must be exceedingly pleasant for him to note the effect.

He sees the man in charge of the property straining every fibre of his being to earn dividends on the capital stock. He hears the employes complain of reductions in wages and a cheese-paring policy. He hears the shippers complain of exorbitant rates, and keeps close tab on their efforts to legislate for a maximum rate. When political clubs of railway employes are formed with the object of stifling legislation hostile to railway interests, he is geniality itself. He comes mighty near declaring himself a friend to the railroad hand.

This peculiar business of watering stock is not generally understood, or one would not hear company sympathisers declare that investors in railway securities should get a

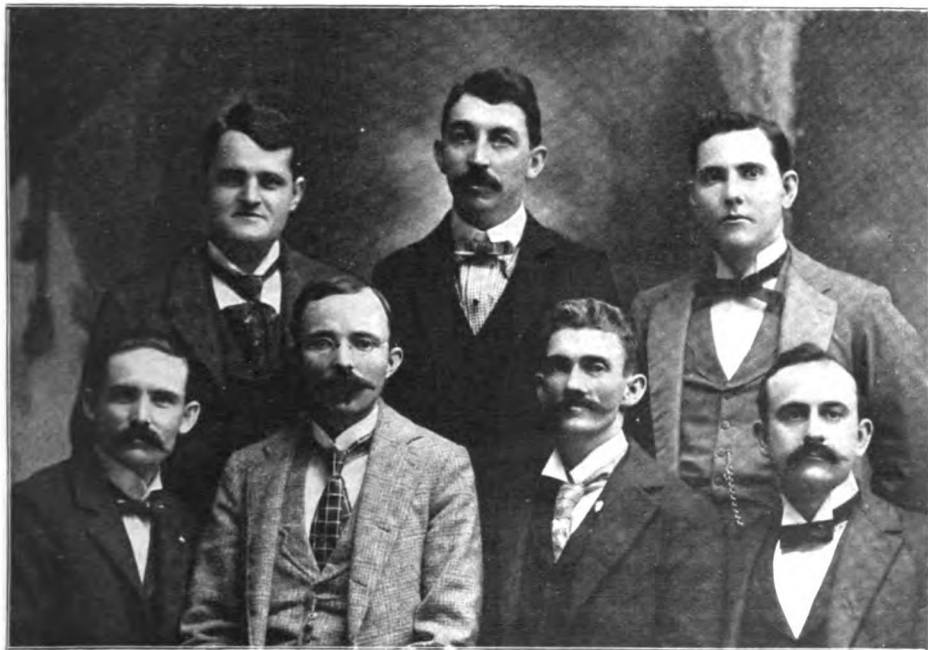
fair return for their investment, without reference to the question of unfair inflation of values.

An exchange thus describes the operation, the motive and the result in the fewest possible words:

"Jones, Smith and Brown organize in a railroad company, and build and equip a road from Salt Lake to Muray. Let us suppose it costs them \$50,000. They begin operation, and at the end of the year they find they have cleared \$25,000, or fifty per cent. of the actual cost of the road. Now,

of profit is now only twenty-five per cent. instead of fifty per cent. But twenty-five per cent. is too much, so the company issues \$100,000 more of stock.

"Now the figures on the company's books would make it indicate that the road had actually cost \$200,000, and that the profit of \$25,000 is only twelve and one-half per cent. on the investment. Again, they issue \$200,000 more stock, and that reduces their percentage of profit to only six and one-quarter per cent. And so it is continued until it looks to be a losing game, while the facts



SOME OF THE M. K. & T. GENERAL COMMITTEE.

C. E. BRUCE. H. B. EVANS. A. B. STILWELL. E. B. HILL.
F. S. WERNER. L. D. MCCOY. M. M. WHITE.

should the news reach the public what the company is making on their investment, complaints would soon be heard that freight and passenger rates are too high. To throw the public off their guard and to make it appear that freight charges are none too high, that is to say, to make the people believe that the percentage of profits is not too large, the company issues \$50,000 worth of stock. This costs nothing more than the blank paper and the printing. It now appears that the road cost \$100,000, while, in fact, it only cost \$50,000, but the percentage

are that the company is still reaping fifty per cent. profit on the money actually invested. Some roads that cost actually less than \$10,000 per mile are trying to pay dividends on \$100,000 per mile. That system is what is known as robbing by law. The law permits it and enterprising men take advantage of it. No one can blame them for it. It is just as legitimate, so far as the law goes, as it is to buy potatoes at eighty cents a bushel and sell them at twenty-five cents a peck. It is the system that we are condemning, and not the persons who do it."

MAR 15 1900 Lemah. C. Richter 150 0 5 3 3

Reformers.

WHEN a man gets his eyes open to the iniquities of the present industrial and social system, it is customary for him to proceed to made life a burden for those who have not yet seen the light. It is perhaps natural that he should be anxious that his associates should see matters in the same way that he does, but it takes much patience and perseverance to successfully accomplish such a task as that. The man that frets unceasingly and apparently delights in voicing bitter complaints about the wrong doings of society is not usually aware that such things have been going on ever since the dawn of articulate enunciation or at least since man developed sufficiently to record history. He is to blame much the same as others for not being cognizant of this truth from the first. If he had had the opportunity in his youth and the right inclination of mind, he would have discovered that philosophers and teachers were telling the people about these same truths long before the time of Christ. Demosthenes would have had little to orate about were it not for "Man's inhumanity to man."

If our modern reformer had never been permitted to see the ragged edge of a great truth, he would have jogged along contentedly through life, accepted things as he found them, and the fact that he had been born, lived and died would then have been interesting only as a matter of record.

Our friends, the reformers, who call themselves socialists, and who write newspapers, deriding the work of the labor unions and belittling the efforts of practical people would do well to give this phase of the matter more thought. Labor unions have done much towards ameliorating the condition of the working people all over the world. They have promoted temperance and thrift as well as increased wages. They have been the means of establishing men and women in happy homes where books, flowers, and music with their educating and refining influence have superseded the attractions of bar-rooms and dives. The fraternal friendship taught in the lodge room is socialism of a type not yet understood by our short-sighted friends.

The commencement of the new year is an

auspicious season to sow the seeds of tolerance. The crop will be garnered when all reform influences unite for the general betterment of mankind. It is bound to come, sooner or later, let us begin the good work in the year A. D. 1899.

Labor in India.

IF wages constantly tend toward the cost of subsistence as some economists positively assert, the working people of India are a menace to the rest of the world. They have reduced their menu to such a point that others could not live on it, and to make matters worse, their wages have been reduced as steadily as they learned to economise with their bill of fare.

A press dispatch dated Washington, D. C., December 31, 1898, says:

"United States Consul Patterson, at Calcutta, has supplied to the Bureau of Foreign Commerce of the State Department some statistics relative to the cost and means of subsistence of laborers in India that exhibit in a striking manner the extreme economy practiced by the natives. His tables show that the highest wages paid for skilled labor is four dollars and fifty cents per month for jute mills, while one dollar and eighty cents is the monthly wage of able-bodied agricultural laborers. But the consul says that in northern India wages are much lower than the figures quoted. The laborers live altogether on grain, using about one-half pound per day each, costing on an average from two and one-half to three cents. Yet with this food they do the hardest kind of manual labor and keep their muscles well developed, their endurance in carrying heavy loads being remarkable. A majority of the laborers not only exist on these wages, but manage to keep families and save money."

It is undoubtedly true that men can do more hard work and thrive better on simple vegetable food than they can on a variety of strong and highly seasoned animal food. It also stands to reason that we work hard to earn what we do not really need to eat.

If men do not organize to insist on their right to enjoy whatever they create by their labor they will some day, like the riot of India, look upon one dollar per day as an income fit for a prince.

The Industrial Commission.

THE first report of the Industrial Commission has been published, and it will prove interesting to the student of political economy, and others who desire a correct solution of what is called the labor problem.

It is well known that even among the leading thinkers in the labor movement there is a wide divergence of opinion as to the methods to be pursued to enable labor to obtain its just reward.

Their range of argument is all the way from an increase in the protective tariff to philosophic anarchism, and the result is much talk and little accomplished. It is not to be denied that reformers and the labor unions have had a tremendous educational influence in the past twenty years. They have spread the good news and put new life and hope into many a one who was getting weary of what seemed to him a hopeless struggle.

The Industrial Commission inaugurates a new era, and it may now be possible by its

influence to inject some virile ideas into Congressional amendments that will hasten the work of education that heretofore has been done in a spasmodic and clumsy manner.

The purpose of the Commission, as stated in the report of its Standing Committee on Procedure, is to ascertain the nature of existing legislation of the several states bearing on industrial conditions; the character and effects of similar legislation in foreign countries, and how far it is applicable or desirable in the United States, and what legislation, if any, along new lines is practicable or desirable for the improvement of industrial conditions, with a view to determining how far it is possible to frame uniform industrial laws, the adoption of which can be recommended to Congress and to the Legislatures of the several states.

The main work of the Commission may, therefore, be said to be to study and compare existing laws bearing upon industrial conditions, here and elsewhere, to ascertain by competent testimony wherein they are deficient, defective, inoperative, or oppressive, and to recommend such remedial stat-



C. P. R. R. TRAIN DISPATCHER'S OFFICE AT TORONTO.

utes as will tend not only to make the conditions of industry more uniform as between the several states, but to remove such existing sources or causes of discontent, inequality and injustice as can be reached and regulated through legislation.

The committee believes the above statement to embody practically the whole programme of procedure that it is either desirable or necessary to formulate in advance of the preparation of the syllabus of inquiry and until the Commission is brought more closely in touch with the actual conditions which surround business and industry in the United States today.

Such a work is vast enough and important enough to require the best energies of all the members of this Commission for the period of two years.

It is the first attempt made, under governmental authority, to ascertain these facts for the guidance of Congress and state legislatures in the enactment of a constantly increasing body of industrial legislation.

Editorial Notes

There is nothing like persistence.

Persistence along right lines always brings success.

We must get every telegrapher in the business organized.

If we do not get them all in 1899, we'll clean 'em up in 1900.

It must be arranged so that no self-respecting telegrapher can afford to be without an up-to-date card in his pocket.

It is said, that under the beneficial influence of proper legislation, looking to the conservation and distribution of the natural water supply that the arid region of the United States would support in comfort the entire population of China. When this kind of public work is undertaken by Congress, there will be an era of prosperity for the submerged tenth.

Arbitration on the G. T. R.

THE general committee of the telegraphers employed upon the Grand Trunk Railway, of Canada, have been in conference with the officials of that system for some time past, endeavoring to secure a schedule. They were not able to agree on some of the points brought up, and it was finally agreed to submit the matter to a board of arbitration, both parties to abide by the award.

The Telegraphers have selected Bro. F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, as their representative, and the railway officials have named Mr. B. B. Osler, Queen's Counsel, of Toronto, to represent them. At a preliminary meeting held in Toronto, January 6th, these two representatives agreed upon a third member, the selection being Chief Justice Meredith, of Ontario. The arbitration board will convene at Toronto on January 23d next, and hold sessions daily until the matter is settled.

Individual effort on the part of the zealous members, is the chief cause of the Order's prosperity, at the present time. We have more instances of self abnegation among our members than most organizations can boast.

Hindsight discloses the fact that organization has gained immense advantages for the railroad telegraphers, and everyone can use his hindsight. When telegraphers, generally, learn to exercise foresight, there will be very few stragglers out of the fold.

The politicians are very anxious to get the wage-earners squabbling about expansion or non-expansion. They find it harder work than of yore to set them by the ears about nothing. That class is getting slightly weary of being pulled around by the nose, and evidently means to concentrate its attention on its own affairs for awhile.

Our Canadian brothers are moving for the enforcement of an alien labor law that was passed with a string tied to it. It aims to make it unlawful for employers to import non-union men in case of a strike.

With the Anglo-Saxon alliance in mind, the people of the United States ate roast beef and plum pudding on Christmas day, while Canadians and Englishmen ate turkey and cranberry sauce. *Entente cordiale* could go no further.

Henry Ward Beecher was once asked if there was not danger in preaching certain truths. He answered: "Yes, there is danger in doing anything; but the greatest danger of all is in doing nothing." That's a center shot for men who intend to join the Organization but are never quite ready. They form our greatest barrier to progress.

It is time for a new national movement looking toward establishing permanent prosperity for all who desire to work. Boisterously asserting that prosperity is here while American citizens are forced to work for one dollar per day, or while hundreds of out-of-works are daily being herded out to the city limits and invited to "hit the road," is nothing but a farce.

One way of solving the labor question would be to have all the work done by machinery, and good progress is being made in that direction. This means a readjustment of social conditions in the future. Whether it will come by natural means and by slow degrees, or after the deliberations of a peace commission, is one of those questions that is hard to answer.

The question of the bearings of our federal Constitution on the government of newly acquired territories, about which so much haze seems to have gathered in the popular mind, is very clearly and exhaustively treated in the *American Monthly Review of Reviews* for January, by Prof. Harry Pratt Judson, of the University of Chicago. Prof. Judson reaches the conclusion that the Constitution presents no difficulties whatever to our acquisition and control of such territories as the Philippines, for example.

The citizens of Chicago who had carelessly elected aldermen to transact business for them, aroused themselves at the last moment and threatened to hang their hired men (the aforesaid aldermen) if they failed to do their duty by their constituents in regard to street car franchises. The hired men got scared and the schemes of the monopolists were defeated. But the citizens will go to sleep again. Where the dollar rules, public spirit is weak.

It is a curious fact that under existing arrangements a speculator, even on a Lilliputian scale, is thought more of than a workingman. It would be right and proper for everyone to treat the man who labors with the greatest respect, for without hard work being done by someone, nobody could live luxuriously at their ease, nor have money to speculate with. The best citizen on earth is the man who works; but at present he is getting the worst of it.

A schedule was agreed to by the officials of the Chesapeake and Ohio Railroad and the O. R. T. General Committee on November 26, 1898. Another schedule was agreed to by the officials of the Missouri, Kansas and Texas Railway and the O. R. T. General Committee on December 22, 1898. The officials of the Grand Trunk Railway of Canada have agreed to arbitrate points of difference between them and the O. R. T. General Committee. Activity among the telegraphers is the order of the day, and it augurs well for the future.

The French government is reported to have resolved to take up the case of the French holders of Cuban bonds, and it is believed France will declare that the repudiation of the bonds is the result of the treaty which the victorious nation imposed upon Spain. They argue that, through the treaty, responsibility has been shifted upon America and, therefore, the French government will endeavor to exact some pledge for the payment or guarantee of the bonds. As the one solitary risk taken by the purchaser of a nation's bond is the extinction of its nationality, these bondholders in this case had better get picture frames made for their securities.

THE MUTUAL BENEFIT DEPARTMENT

ASSessment NO. 8 IS DUE FEBRUARY 1, 1899. TIME FOR PAYMENT EXPIRES MARCH 31, 1899.

The Mutual Benefit Department enters upon its second year in a condition of perfect health and strong vitality. New members are coming in at the present time as fast as they did at the commencement and there are many indications that the old time members of the Order have pinned their faith to the Department.

Members are remitting the seven regular assessments for 1899 at one time, thereby saving the trouble and expense of remitting at seven different periods and avoiding the risk of forgetting them.

Not only does this effect a saving for the remitter, but it operates the same at the general offices, as every remittance is promptly acknowledged, one receipt is sent instead of seven, and stationery, stamps and valuable time are saved.

There are some members who have remitted all their regular assessments for the year 1900.

Some inconvenience has been caused recently by members in Canada sending Domestic Postal Money Orders where they should have sent International Postal Money Orders. In each instance the Domestic Order has been sent back to the postmaster, who issued it with a request for an International Order in its stead.

Foreign Postage Stamps are of no value and should never be remitted on any account.

Horace Mann once said, in an address before an institution for the maintenance and instruction of orphan boys, that, if *only one boy* were saved to a useful and virtuous life by the institution, all the money it cost would have been well expended. Upon being

asked afterward if his statement was not rather extravagant, he replied "*Not if it was my boy!*" Under a Mutual Benefit Department certificate a man secures *the safety of his own family*, and if the chances of their being left in poverty were only one in a thousand, and that one could be guarded against by so simple and inexpensive a method, ought he not to see to it at once? Immediate insurance is the more reasonable, because, while it precludes the possibility of poverty in case of early death, it is usually a good investment, even if one lives long.

There are certain secrets in relation to the maintenance of good health that ought not to be kept for the exclusive benefit of the few. From time to time hints will be given on this page, when space will permit it, intended to help those who are in good health and wish to retain it, and those who have lost good health and wish to regain it. The object will be fraternal and if attention is paid to them it will increase the longevity of the members and add to the strength of the Department. None of the isms of the present time will be foisted on our readers and they will not be asked to ride some other person's hobby-horse -- unless the advocacy of good health might be called a hobby.

Few people read books relating to hygiene and health, fewer still go in for the study of bacteria or the wonders of the microscope. Their inclinations are not turned in that direction and it is termed a "dry subject." Sometimes when the dread bacteria has done its fatal work the study of its life and habits becomes of absorbing interest to the patient who is too far gone to make the knowledge useful.

"Nor love, nor honor, wealth, nor power,
Can give the heart a cheerful hour
When health is lost. Be timely wise,
With health all taste of pleasure flies."

Cleanings

In Mexican cotton mills skilled weavers earn thirty-five cents a day.

* * *

Printers have organized a union in the Klondike, at Dawson City.

* * *

Lots of men who make witty remarks are too dense to realize the fact.

* * *

The greatest song-writer was Schubert. He produced over 1,200 songs.

* * *

Rogers, Peet & Co., New York, voluntarily raised each tailor's wages two dollars per week.

* * *

President Gompers has been re-elected president of the American Federation of Labor.

* * *

At Amiens, France, 1,200 dyers are on strike for the restoration of the wage-scale of 1893.

* * *

British printers instructed their officials to invest their surplus funds in co-operative institutions.

* * *

The female conductors have been taken off of the street railways in Madison, Ind. The public objected.

* * *

A poor organization can not establish good wages any more than a poor clock can establish correct time.

* * *

The great discovery of the age will be to adjust the march of events to the welfare of man. — *Labor Exchange*.

* * *

A deputation of the Austrian railway workers, representing the five largest departments of the railway service, presented a memorandum to the minister of railways setting forth their grievances. They ask for an increase of wages.

The French government taxes all tickets sold by a railway company. The railways in France are run on Paris time.

* * *

German capitalists have been granted a concession for the construction of 2,000 miles of railway in the Argentine Republic.

* * *

No people can long retain hardihood and independence, whose minds become submissive to a false ideal. — *Ignatius Donnelly*.

* * *

The great trouble with the average man is that he wants to handle the rudder all the time instead of taking his turn at the oars.

* * *

Wait a While, a railroad station in New South Wales, has just won a fight to retain its name, which the railroad company wished to change.

* * *

No Christian who knows the Gospel can possibly believe that it warrants him in living uselessly by the sweat of another man's brow. — *Goldwin Smith*.

* * *

Liberty knows nothing but victories. Soldiers call Bunker Hill a defeat; but liberty dates from it, though Warren lay dead on the field. — *Wendell Phillips*.

* * *

The strike on the Dallas, Texas, consolidated street railway has been amicably settled. The men are to be taken back to work and their union fully recognized.

* * *

There can be no real reforms accomplished until the courts and constitutions are made the servants of the people, instead of their masters. — *San Francisco Star*.

* * *

A Japanese admiral receives, by a recent ordinance, 6,000 silver dollars a year, a vice admiral 4,000, while first and second class captains get 2,406 and 2,263 respectively.

The Milwaukee and St. Paul Railroad cleared \$12,988,007 for the fiscal year. After paying \$7,190,431 to the bond and stockholders there remained a surplus of \$5,928,683.

* * *

The Arena Publishing Company, of Boston, which has been non-union for several years, is to be unionized and be permitted to use the label. The magazine has been revived.

* * *

A bill has been introduced in the Georgia State Senate requiring sleeping car companies doing business in that state to provide separate sleeping cars for white and colored passengers.

* * *

People generally go in the direction they look. If they look upward they are looking higher. If they continually see the lower and baser things of life, they are traveling in that direction.

* * *

It is reported that the leather trust is about to close one hundred of its tanneries in the South and East in order to raise prices. This move will throw about 50,000 men out of employment.

* * *

If the right to vote was taken away from workingmen they would probably rebel; but when the right to work — the right to sustain life — is taken away, they submit without a murmur. — *Indianapolis Union*.

* * *

The Industrial Brotherhood is a new national co-operative organization engaged in co-operative industrial enterprises. A national organ, *Humanity*, is published monthly at Thomaston, Me. N. W. Lermond, box 48, Thomaston, Me., National Secretary.

* * *

The Pullman Palace Car Company has filed papers in the Supreme Court at Springfield, Ill., certifying to an increase in the capital stock from \$36,000,000 to \$54,000,000, paying a fee to the state for the same of \$18,000. The dispatches do not state the amount of cash actually paid to increase the capital stock, and some are even cynical enough to presume that the directors, in this process, imitated the good farmer, and — *Er*.

Senator Allen has introduced a bill providing for the construction of a postal telegraph and telephone system by the Government, and for the purchase of existing telegraph and telephone lines. The bill was referred to the post office committee.

* * *

According to the unanimous decision of the Massachusetts Supreme Court, theosophy is not a religion, neither is it a charitable or educational institution, and consequently the New England Theosophical corporation must pay taxes on its real estate.

* * *

China is adopting American methods in dealing with strikers. Recently some workers in the building trades in Peking struck for an increase of wages. The bosses caused the arrest of the strikers, the leaders of whom were beheaded, and the others transported for life to the fever and malarial districts.

* * *

The strike in the furniture trade in Scotland has entered upon its eighth month, without any apparent sign of a speedy settlement. The employers have issued an appeal to the employers in Scotland, requesting them not to give work to the strikers, and thus force them to accept the bosses' terms.

* * *

So far as a man thinks, he is free. Nothing is more disgusting than the crowing about liberty by slaves, as most men are, and the flippant mistaking for freedom of some paper preamble like a "Declaration of Independence," or the statute right to vote by those who have never dared to think or act. — *Emerson*.

* * *

The Government is soon to let contracts with the railroads to carry about 1,000 coffins to San Francisco for Manila, and haul back the remains of all our soldiers who were killed or died from disease in the Philippines. It will take about a solid train of express cars to bring back all the dead, and it will be the largest single shipment of corpses ever made on railroads in the history of the world. The freight agents of the different big railroads will be hustling after the business from now on until the contracts are let.

The Co-operative Industrial Exchange of Denver has been organized. Land will be purchased near that city in the very near future and employment given to its members. The undertaking has the support of the Denver trades unions. D. F. Lewis is general manager, and J. K. Robinson, box 781, Denver, secretary.

* * *

The peculiar difference between the "chattel" and the "competitive" slaves' relationship to their owners is marked in their different process of purchase and sale; the chattel slave of old was put upon the block and bid up, while the competitive slave puts himself upon the block and bids himself down.—*Civilization Civilized.*

* * *

Anything for human right is constitutional. No learning in books, no skill acquired in courts, no sharpness of forensic dialect, no cunning in splitting hairs can impair the vigor thereof. This is the supreme law of the land, anything in the constitution or laws of any state to the contrary notwithstanding.—*Charles Sumner.*

* * *

Every man and woman who has brain of a superior quality is a visionary. It is only the dull, senseless clod who has no visions of a higher fed humanity; of an international brotherhood wherein there shall be no soldiers and few policemen; of a holier church, better judges and better laws. These were some of the visions of Jefferson.—*M. M. Trumbull.*

* * *

The second biennial session of the Brotherhood of Railway Trackmen was in session in Macon, Ga., for three days, ending December 7th. The following Grand Officers were elected: John T. Wilson, St. Louis, Grand Chief Foreman; J. F. Craighill, Wynn, Ark., Vice Grand Chief; W. C. Cain, Plymouth, Fla., Second Vice Grand Chief; J. W. Davenport, China Grove, N. C., Third Vice Grand Chief. The Executive Committee is composed of J. F. Craiglow, Chairman; W. F. McAbee, S. E. Hawes, J. A. Bangor, J. C. Lambert. The States of Florida, Georgia, South Carolina, North Carolina, Alabama, Tennessee, Texas, Kansas, Arkansas, Maryland and Indiana were represented.

A competitive examination was recently held in Belgium to fill one hundred positions in the railroad service. The competition was confined to volunteer soldiers in active service, ex-volunteers having served for five years, and favorably recommended by the war department, and ex-volunteers who, though not having served five years, had obtained the rank of a non-commissioned officer.

* * *

The helplessness of the small tradesman, and the poverty of the common laborer in this country are disgraceful to the states if not criminal. "God made him to ride on the high places of the earth, that he might eat the increase of the fields." The Government cannot abolish selfishness or shiftlessness, but it can abolish robbery and licensed debauchery, and give a decent chance to every man.—*John G. Woolley.*

* * *

English co-operative societies have their own special newspaper and their own annual and they have also some forty or more monthly and other publications, one of which circulates to the extent of 143,000 per month; the general newspaper 48,000 per week, and another 21,000 monthly. Then the co-operators have libraries and reading rooms in connection with a large number of their stores, and a committee of education which arranges for classes and lectures.

* * *

The British government inquiry into the causes of the terrible mortality among railroad men, which, during the past ten years reached 4,749 persons killed, while 30,271 were injured, shows the accidents to have occurred chiefly among the switchmen. In consequence of this showing the board of trade sent an expert to study the systems in use in America. The expert has just returned home and brought with him specimens of the American automatic couplings, which, he reports, have reduced the number of accidents in America by fifty per cent. It is understood that the president of the board of trade, Mr. Charles Tompson Ritchie, will introduce a bill to made automatic coupling compulsory in Great Britain. There is considerable opposition developing against the bill, as the change will cost £7,000,000 (\$35,000,000).

The potters of Myennes, France, are waging a bitter struggle against a reduction in wages amounting to from twenty to fifty per cent. They have been on strike since August 10th, and several attempts at arbitration have failed. The men claim that the reduction goes below a living wage, and hope their fellow workmen will support their cause and help them win out.

* * *

A proposition to abolish the Referendum in the International Typographical Union, will soon be voted upon by the printers. This is a step in the wrong direction. Labor unions would fare much better if the Initiative and Referendum and Imperative Mandate were generally adopted, and the power and jurisdiction of national officers limited to proper proportions. Less extravagant and unproductive conventions with their voluminous and nauseating talk, and more self-governing by the rank and file is what trade unionism needs. Then the unprogressive cliques of officers who re-elect themselves to office will have no show.

* * *

The sale of the Denver, Leadville and Gunnison, under a decree of foreclosure, occurred at Denver, November 18th, and the property was bid in for the bondholders at \$1,500,000. The road consists of 324.7 miles of line, as follows: Denver to Leadville, Colorado, 151.2 miles; Como to Baldwin Mine, 131.05 miles; Dickey to Keystone, 7.04 miles; Garos to London Junction, 15.41 miles; Sheridan Junction to Morrison, 9.96 miles; Como to coal mine, 2.97 miles; Schwanders to Buena Vista, 3.98 miles; Baldwin to Ohio Creek, 3.09 miles. The road was formerly a part of the Union Pacific system, but a separate receiver was appointed August 7, 1894. The first mortgage amounts to \$2,308,000.

* * *

The Supreme Court of Michigan holds it to be unlawful and criminal to attempt, by boycott or intimidation, to coerce an employer or to interfere with his employees. The court concedes that strikers may present their cause to the public in newspapers or circulars in a peaceable way, but may not adopt violence, threats, intimidation or coercion. The court says: "A boycott to injure

trade or stifle traffic is an attempt to paralyze industry and destroy competition, and if there is no redress from such wrongs, the government would be declared impotent. Boycotters enjoined." The Supreme Court of Michigan declares itself by this decision to be about one hundred years behind the times.

* * *

By no means the least remarkable thing about General Kitchener's Soudan campaign was its low cost. According to his own account, the whole expense of the movement during its two and one-half years of continuance, was £2,500,000 (say \$12,500,000), and this included not only the transportation and maintenance of the troops, but the building of 700 miles of well equipped railway and 2,000 miles of telegraph. It would have been an extremely low price for the railway alone, even conceding that it was built, as much of it was, by merely laying the rails and ties on the level sand with little or no grading. The economic feature of the sirdar's campaign is of interest to both civil and military engineers.

* * *

Do men strike because they like it? says the *Critic*. "Do they subject themselves and their families to all manner of privation and want simply because they want to injure their employers? Do you, who are opposed to strikes and strikers of every degree, stop to think that it must be a powerful reason which would compel men to face all sorts of dangers and deprive themselves of the means of livelihood? If men were to quietly submit to every oppression of unscrupulous employers, how long would it be before they were reduced to the actual starvation point? Yes, you will always find a good and sufficient reason for every strike, if you will look for it."

* * *

The General Assembly of the Knights of Labor decided to bring the attention of the Industrial Commission to the following: Repeal of government by injunction, the prohibition of employment of children under sixteen years old, the prohibition of watering stock by any railroad or corporation, the establishment of postal savings banks, governmental control of railroads, the issuance

of greenbacks by the government direct, the election of United States Senators by the people's vote, the election of the President by popular vote, and the initiative and referendum. A committee of three is to be appointed to submit these recommendations to the Commission.

* * *

Let the friends of labor lose no more time, but go to work at once. Let a determined effort be made to have every labor organization swing into line, push on the agitation, keep up the fight, bring it to the notice of every union. Let us accomplish the purpose of labor by movement and make our land in fact a country for the people. It's a fight with bonded monopoly. Now is the time to strike, organize, educate, agitate. Don't let patriotism lag, nor become the latch-string of bondholders and monopolies to inveigle us into war simply to increase their gain; but strike for pure humanity—our livelihood and our homes—and when we have won on this score, it will be a very easy matter to perform the obligations to our country.—*Er.*

* * *

An abandoned railway tunnel in the city of Edinburgh, Scotland, has been utilized during the last ten years for growing mushrooms. For this purpose the floor of the tunnel was covered with soil and manure. It is said that after some experimentation the scheme proved to be successful, and the output of mushrooms is about 5,000 pounds per month. Except when a prolonged frost occurs, the thermometer varies only to the extent of about ten degrees throughout the year. In case of such a frost, however, a fire is lit at the mouth of the tunnel. There are 800 mushroom beds, the whole of the floor being covered, with the exception of a single line of rails, on which to run the trucks with soil, etc. When in full operation about a thousand tons of manure are used yearly, and a thousand baskets of spawn. In order to insure its cleanliness, the tunnel is whitewashed periodically. The Scottish Mushroom Company is at present negotiating for the lease of another disused railway tunnel under the Law Hill, Dundee, owned by the Dundee and Newtyle Railway, for the purpose of growing mushrooms in it.

In his annual report the Secretary of War recommends the construction by the United States government of a railway in the interior of Cuba, practically the whole length of the island, with branch lines leading to the cities on the coast. The estimated probable cost is \$20,000,000. The following are the considerations which led to the recommendation of the scheme: "It would give employment to the people of Cuba, teach them habits of industry, be an inducement for them to cultivate their farms, and thus furnish supplies for the laborers and for market when the road is constructed. This, in my judgment, is absolutely essential to the pacification and development of the great island. It will bring its minerals, lumber and agricultural products to market and open up communication with all parts of the island with the least possible delay. The road would be a good property, and, when it has served its purpose for the government, could be sold for its cost. If such an improvement is not made, the government no doubt will expend fully that amount in charity."

* * *

A notable event recently was the placing of an order by the Midland Railway of England for twenty locomotives, with American builders. The engines are to be of the Mogul type and designed for freight service. Half of the order was secured by the Baldwin works and half by the Schenectady works. A member of the former firm, in commenting on these orders, said: "It is a most extraordinary piece of business, and a very radical departure from all English methods. Such an order has never before been given, and in fact there is only one American locomotive—that which we built early in 1898—now running in England. Why the order for the engine was given to American builders I can, of course, only conjecture, but there are several reasons which present themselves. To begin with, the American engine has an enviable reputation for merit, and our English friends have had a chance to judge it by the locomotive we sent to Devon. Then, of course, the condition of the English engine building trade, owing to the strike, must be taken into consideration. Without a doubt, however, the friendliness between the two countries, which sprung up during the war with

Spain, was a potent factor. The Midland Company wanted the engines. They knew Americans could build them, and thinking that this was a good chance to show their friendliness to this country, they ordered them. Whether or not they will continue to buy American engines is a problem for the future to solve."

* * *

A story concerning our troops in Manila is told by an English naval officer, who was an eyewitness to the occurrence. "The city was quite crowded," he says, "with both American and Spanish soldiers, and they seemed to be on the friendliest terms. As I was crossing one of the numerous bridges across the Pasig river, I saw a native Filipino spit in the face of a Spanish officer, and then run to the American sentinel, who was guarding the bridge, demanding his protection. It was some time before the Filipino could make himself understood, and the sentry took some time to catch on to what had been done, but you can imagine my surprise when he handed his gun to the Spanish officer and caught the native by the nape of the neck and seat of the trousers and pitched him off the bridge into the Pasig river. Then he calmly took his gun from the Spanish officer and began pacing the beat as if nothing had happened. The American soldier may not be so military as his brother of Europe, but he is made of the right stuff."—*Argonaut*.

* * *

On December 8, 1898, Senator Pettigrew, by request, introduced an amusing bill. It provides for the operation by the Government, of the entire railway systems of the United States, fixing rates for passengers, sleeping car, freight and express traffic, and incidentally that of postage. It consolidates the Interstate Commerce Commission and the Postoffice Department, and directs the consolidated department, under the direction of the Postmaster General, to lease or take possession of the railroads upon six months' notice, the rentals to be on a basis of the earnings of the respective roads for the fiscal year, 1897. The department is to

operate the roads so leased and the employees are to work not more than eight hours a day. Passenger, sleeping car and freight rates fixed are greatly below those now in force; penny postage is provided for first class matter, and a parcel post system replaces the work now performed by express companies. The passenger rates vary according to accommodations and the speed of trains, the former being divided into "ordinary" and "palace-car" rates. Within a distance of fifteen miles the minimum charge is five cents for the trip, and within forty miles the fare is twenty-five cents.

* * *

The populistic caucus of the Kansas Legislature has agreed upon a railroad bill which, it is claimed, will pass both houses. The bill creates a railroad court, to be known as the court of visitation, to be elected by a vote of the people in 1900. Until that time the judges are to be appointed by the governor. They are given the power to fix freight and passenger rates, revise demurrage charges, hear complaints, order improvements and adjust disputes. It is declared that no rates, special contracts or agreements now in existence shall be received as proof of the reasonableness of freight charges. Only an appeal to the supreme court of Kansas is to be allowed. The court is given power to adjust disagreements between railroads and their employees resulting in strikes. If employees are found to be in the wrong the court can enjoin them, and if the road is found to be at fault the court can order it to adjust the strike. Upon failure to comply with the order of the court, the latter is given power to place the road in the hands of a receiver, who shall operate as long as may be necessary to insure tranquility of commerce. The bill makes it a misdemeanor punishable by a fine of \$1,000 and one year in jail for any railroad to discriminate in charges or classifications, with an additional fine of \$1,000 for every day the company shall violate the provisions of this act. It allows damages, both actual and exemplary, notwithstanding the provisions of the act.



PERSONAL MENTION

BORN.—To Bro. and Mrs. W. A. Barney at Plainville, Conn., December 29, 1898, a fine eight pound O. R. T. girl.

BORN.—To Bro. and Mrs. W. D. Carr, now of Waterford, Pa., formerly of Red Bank, a ten and a half pound O. R. T. boy, on November 28, 1898.

BORN.—To Bro. and Mrs. G. M. Clark, of Bristol, Conn., December 21, 1898, a fine O. R. T. girl, weighing nine and a half pounds. Mother and daughter doing well.

AMONG the visitors at the general offices, recently, were Bros. Joseph Burrows, of Philadelphia, Division No. 30; H. E. Peterson, of St. Louis, Mo., and Bro. Bergh and wife, of Peoria, Division No. 28.

MARRIED.—Bro. John E. Lawson, of Atchison, Topeka and Santa Fe Division No. 23 and Miss Rose Francis Ewell, of Evanston, were united in matrimony, January 3, 1899. At home after February 15th, Rockyford, Colo. Congratulations.

BRO. CHARLES GINGRICH, of Harrisburg, Pa., is making an enviable name for himself in the musical world. "Only a Soldier," his latest composition, is having a remarkable sale and is deservedly popular.

WANTED.—The address of O. P. Dillon, last heard from was working for M. K. & T. Ry., at McAllister, I. T., "DO," if you see this let me hear from you.

C. C. PERRY,
Dodson, Mo.

MARRIED.—At the First Presbyterian church, El Paso, Texas, on December 9, 1898, Robt. P. Flynn, of Missouri, to Miss Lena Miller, of Tennessee. "Bob" is working for the Southern Pacific Railway as day operator and ticket agent at Bowie, Arizona.

WHILE visiting in Boston in December, Sister Minnie H. Rodey, of Newport, N. H., received the sad intelligence from Montreal that her mother had died there suddenly from heart failure. She was prostrated by the shock, but is now recovering. Sister Rodey has the sympathy of the entire telegraph fraternity.

"All that live must die,
Passing through nature to eternity."

WALTER E. PERKINS a well known telegrapher is starring in the Western States with the "My Friend from India" theatrical combination. He has had placed on his posters the mystic symbol "73," which may be an enigma to the majority, but catches the telegrapher's eye every time. Three new plays are being written for Mr. Perkins.

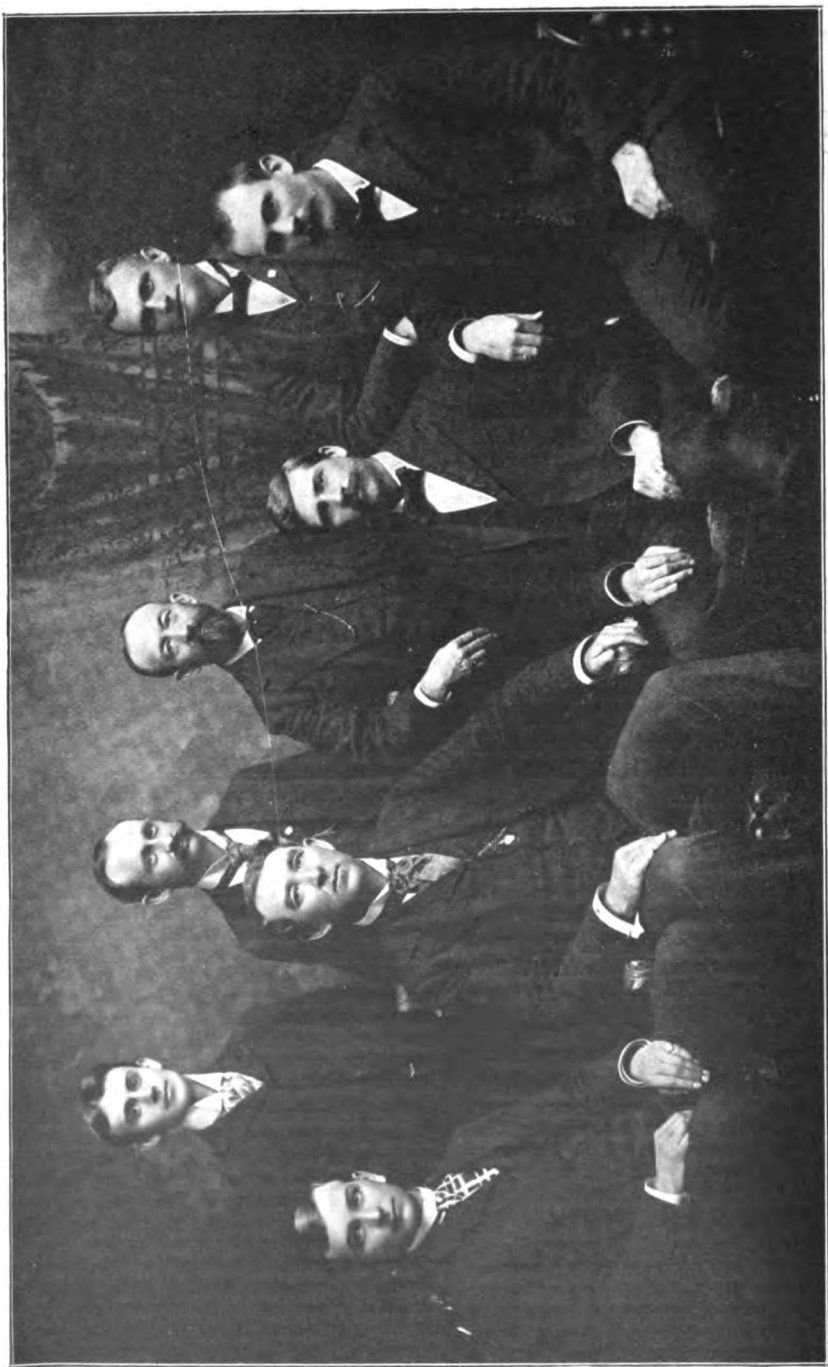
MARRIED.—Bro. L. C. Schumpert, of Macon Division No. 114 and Miss Nelia Randolph, of Sautuck, S. C., were united in marriage at the home of the bride's parents, on December 18, 1898. The happy couple left on the 7:45 p. m. train for Vancluse, S. C., their future home, where Bro. Schumpert holds forth as agent for the Southern Ry. Co. Congratulations.

SITUATIONS WANTED.—A number of personals have been received from members looking for situations. These have been placed on the out-of-work list, because of lack of space on this page. Members who know of vacancies for telegraphers, who are also stenographers, station men, etc., are requested to correspond with the G. S. & T.

IN Portland, Oregon, November 20th, Miss Maggie McMaugh, of Union, Oregon and Bro. R. R. Frazer, of Portland Division No. 206, were united in matrimony at the home of Mrs. Allie Varisety, 375 Nineteenth street, Portland. Rev. J. F. Ghormley, of the Christian church officiated. After the ceremony the happy couple left for a short visit at Salem. Bro. Frazer has been a member since 1890. Miss McMaugh for the past four years has been one of Union's leading school teachers.

BRO. ARTHUR J. PARKER was married November 24th, at Cochesett, Mass., while sick in bed with typhoid fever, to Miss Katherine McConnell, of Campello, Mass, where Bro. Parker is ticket agent at the North Bound station. The young couple had arranged for the wedding on Thanksgiving day, and after being stricken with the fever he had continually talked about it and wished to keep his vow, and under the doctor's advice the marriage took place. Division No. 34 extends congratulations and best wishes for a speedy recovery and a long and happy life.

COR., DIV. 34,



GENERAL COMMITTEE B. & O. S. W. R. R.

H. W. WILSON.
 BEN. F. RUSSELL.

TOM LOFTUS.
 D. H. SHEPHERD.

P. COSTELLO.
 GEO. L. FARR.

J. M. PECK.
 W. B. DOBBINS.

MISCELLANY

Grand Trunk Telegraphers.

THE attitude of the *Toronto Globe* towards organized labor is both fair and friendly, a fact that should be recognized by wage-earners whose cause would be strengthened materially if all the great dailies would follow its example.

We clip the following from its columns in regard to the telegraphers on the Grand Trunk System:

"The labor disputes of railway and other semi-public corporations are of direct interest to the general public, as they are liable at any time to tie up services which have become the essentials of modern trade and industry. The friction between the Grand Trunk Railway management and the telegraph operators of the line has been for some time in a serious stage, and each party seems inclined to risk a conflict in the hope of securing advantages. The telegraphers have been feeling the economies practiced by the railway under the present management, and they complain that while remuneration has been tending downward, new duties have been imposed and a greater amount of work has been exacted. Unfortunately there can be no standard for estimating work and wages, but the operators claim that comparisons with the Canadian Pacific and other lines show that there is unfair treatment on the Grand Trunk.

"The telegraphers have been but recently organized, and the tendency to try a new-found strength is always strong, but it is in affiliation with the international Order of Railroad Telegraphers, an experienced and conservative body, officered by men capable of estimating the chances of conflict under existing conditions. The committee acting on behalf of the operators is composed of the divisional officers of the union, every part of the system having thus a representative to treat with the railway managers.

The grievances of the men are in relation to hours, duties, wages and the system of promotions covering, in fact, the whole field of industrial disputes, for the familiar contention about recognizing the union is brought in by the method of the general manager in requiring the individual operators to declare their positions. A circular has been sent to every operator setting forth in a preamble the objections of the company to treating with any committee that does not properly represent the employees, and asking each operator pointedly if he is a member of the union, if he helped to select the representative from his district, if the committee represents his interests and if he is willing to abide by any agreement made with the committee. This is a method of testing the strength of the union, the courage of its members, and the chances of securing the aid of present employees in the event of a strike. It is a demand for an inventory of the enemy's guns and general armament, and under the existing conditions the company will not be able to secure it.

"The Grand Trunk Railway Company must fully appreciate the proverbial strength of unity. Its recently organized union with the Canadian Pacific has doubled the fares collected from the traveling public between competing points in Ontario and the East. Were the railway telegraph operators as well organized as the two corporations, they would be able to secure a share in that advance. The weakness of individual effort is also fully understood, as shown by the demand on each operator to decide his own course in the matter. The union is comparatively new. The men do not know how far they can rely on one another. The strength of a union is measured by the mutual confidence of its members, and the general manager has adopted a test that will be fairly accurate. It is the weak unions that are beset by conflicts with em-

ployers. When a union becomes sufficiently strong to control any trade or calling it reaches a condition in which strikes and lockouts are unknown. The economic manager with his pruning-knife always passes it by. Its members are treated with fairness on all occasions, and it is always 'recognized.' Were the telegraph operators sufficiently well organized to act on the advice of their representatives either in ignoring the circular or returning a general affirmative answer their grievances would be all redressed and there would be no danger of any interruption of traffic.

"The common objection to recognizing a union is merely an opposition to the existence of a union on account of the strength it gives to employees. No union will ever be recognized till strong enough to compel recognition, and then it will be recognized with the utmost cordiality. A union is merely the business management of a number of wage workers. The telegraph operators have as much right to select a business manager as has the Grand Trunk Railway Company. But we are yet a long way from a condition in which such abstract rights will get any recognition. The law of supply and demand must regulate the reward for labor, and under perfect conditions would regulate it with fairness. However much we may regret it, there is no way of determining the balance of supply and demand in the labor market except by a refusal to sell or a refusal to buy. It is only by striking or by being in a position to strike and willing to do so, that men can make any general improvement in their industrial conditions. As a rule the perfect organization of employees has ultimately tended to the advantage of employers, but the immediate always so thoroughly eclipses the ultimate that employers resist organization while resistance is financially possible. With regard to the present dispute, it is clear that the Grand Trunk cannot afford to adopt a lower scale of remuneration than the Canadian Pacific. That would mean the gathering of an inferior class of men, and inevitably a series of accidents that would many times outweigh the slight economy in the wage-bill. It is clear, too, that the company has no right directly or indirectly to discourage the organization of the operators."

William Marr Noble,

Who was elected to the position of County Auditor, of Lake County, Minn., at the November election, is an honored member of Lake Superior Division No. 240. That he is popular, not only among his associates but with the public as well, is attested by the fact that he secured this position, running independent against the republican nominee, (who was the only other candidate for the position).

Bro. Noble was born at Fergus, Ont., May 24, 1869, and is consequently a little more than twenty-nine years of age. He was educated in the schools of Fergus, and after graduating, taught there for some time. Afterwards worked for about two years for



WILLIAM MARR NOBLE.

the Canadian Pacific, where he learned telegraphy. Coming to the United States he secured employment as an operator on the Duluth and Iron Range, and has been continuously in their employ since that time until about the first of last October when he resigned his position as agent at Two Harbors and became the independent candidate for Auditor of Lake County. Bro. Noble has always taken a deep interest in the O. R. T., and was the delegate from Lake Superior Division No. 25 in 1892, to the Grand convention at Chattanooga. All his friends wish him well, and the members of the O. R. T. join in congratulations on his election to this responsible position.

Wireless Telegraphy in France.

THE Commercial Agent of the United States at Roubaix, W. P. Atwell, has furnished the Consular Department the following translation of M. Ducretet's article on "Wireless Telegraphy" and the experiments now being conducted in France:

"The starting point was the discovery by Henri Hertz, in 1889, of electric waves analogous to waves of light. A machine invented by him enabled one to perceive the diffusion of electric vibration at a short distance.

"Professor Popoff, a Russian savant, was on the point of applying this discovery to telegraphy in 1895, when he learned that M. Branly, a Frenchman, had already invented the tube seen in my machine and which is the essential point, as this puts in motion the electric currents, or, to use the technical term, the inducing currents.

"M. Branly has not received the proper share of praise for his important invention. In 1890, he had already observed the action of electrical radiation on metal filings, free or agglomerated, placed in an insulator between two conductors forming a circuit made by a battery and a galvanometer. The filings, primitively insulated or of very high electric resistance, become conductors when they are struck by an electric wave. This conductivity is destroyed by a blow, but reasserts itself when the filings are struck by a new wave.

"M. Branly has given the name of radio-conductors to the tubes made of filings. This name suggests that their conductivity springs from the influence of electric radiation, produced by any source whatever. The sensitiveness of this transmitter is extremely great.

"Professor Popoff first used his own machine to register electric waves produced by atmospheric disturbances; he then demonstrated that it could be practically employed in the navy for long-distance signals. England immediately commenced experiments with a machine based on the same principles and with which, it is said, messages have been sent between Bournemouth and the Isle of Wight.

"Experiments have been made in Paris and quite recently at Brest, where Mr. Tis-

not has successfully communicated with a point 1,800 meters (5,905 feet) distant. I have covered a distance of four kilometers (2.48 miles), and the transmission was as clear, even through a fog, as between the Pantheon and my laboratory, Rue Claude Bernard. I have reason to believe that still greater distances will be compassed. The chief difficulty will be to find two points at sufficient distance and at the same time high enough not to be hidden from one another. The success that has crowned our efforts is due to the improvements I have made in the receiving machine and particularly in the Branly tube.

"It cannot be concluded from our experiments that Hertz telegraphy will take the place of ordinary electric telegraphy, but experiments already prove the value of this system for the exchange of signals between ships and the shore, for lighthouses and exploring service, and for communication in our colonies—African and Asiatic. In towns, posts could be readily established by using windows or towers on high buildings very far apart. The only objection would be that all machines favorably situated would receive the telegrams from one transmitter. This would render telegrams public property, unless a secret alphabet were adopted.

"The receiving machine may be utilized for other purposes than communicating the current to a telegraphic machine; a row of incandescent lamps can be lighted, for example, or the fuse of a mine touched off. It is merely a question of sufficient force."

In further explanation of the work being done in France, Mr. Atwell presents the following particulars:

"The experiments spoken of by M. Ducretet are now being carried on at his Paris laboratory. On the top of the building passers-by may see a mast twenty meters (sixty-five feet) high. A wire passes along the top and is connected below with an electric conductor, a Ruhmkorff coil and an accumulating battery made after a special plan. The machine is set in motion by pressing on a handle. By manipulating this, a telegram can be sent as well as by an operator seated before his machine. It would seem that the message would stop when it reaches the end of the wire. This is not the case, for it is transmitted to a receiving machine four kilometers (2.48 miles) distant.

To secure this transmission, there must be no such obstacle as an iron wall or shaft between the two points. A simple wall does not interfere for a space of several hundred meters.

"As soon as the transmitter is put in motion, the receiving machine—the ordinary Morse machine—begins to work automatically; the dispatch arrives as well as if a wire connected the two points. A bell rings to indicate the transmission of a message, but the paper rolls out automatically to receive the words printed by the Morse alphabet, and when the message is completed, the paper ceases to roll.

"The message is received through a garret window, from which hangs a wire. This wire communicates with the Morse machine through a box containing special machinery. As soon as the telegram starts this begins to tick, and an experienced telegrapher might spell out the telegram before it appears on the paper.

"For the use of specialists and for laboratory experiments, a small transmitter has been constructed which has no mast and no wire running above. In the course of experiments, this little box has even been disconnected from the wire hanging from the window, and the transmitter started. The same ticking began, and the vibrations were plainly felt by taking it in the hand.

"The box can be opened without danger and everything withdrawn. There will be found in it dry piles, small wire coils, and a little hammer that strikes on a tube when the current that transmits the telegram passes. The stroke of the hammer against the tube produces the ticking sound; and it is this tube, the essential part of the construction, that is the invention of M. Branly, a native of France. It is claimed in France that to this tube is due wireless telegraphy, both in this and other countries."—*From the Western Electrician.*

Telephony.

EXPERIMENTS are being made with a view to utilizing railroad telegraph wires for telephone purposes. This has been accomplished on short circuits, but the Morse signals are annoying to those who cannot understand them, as the sharp, quick

sound resembles that of dropping shot in a tin pan. If some device can be arranged to shut out the telegraph signals from the telephone receiver, it would make a useful contrivance.

It is not likely that it will ever be used for the transmission of train orders to trainmen without the aid of an operator, because of the difficulty of correctly transcribing in writing what is being said on a telephone.

It would not suggest itself to a person that cannot telegraph that it is far easier to transcribe from a telegraph sounder than it is to put in writing what someone says by word of mouth; but anyone who has attempted to transcribe a message sent by telephone knows what a halting, stumbling process it is.

The expert telegrapher, with wonderful accuracy, does not miss one solitary action of the swiftly moving armature, and would be willing to swear to the correctness of his work if called upon to do so. Men in the train service can testify to the truth of this assertion, because they risk life and limb every day they are on duty by moving trains on busy main lines, where the slightest error in the orders might result in disaster.

It frequently happens on single track railroads that trains have to be delayed to give other trains a chance to make time. When this happens, the crew that is in "the hole" take it upon themselves to roundly abuse the poor train dispatcher, charging him with all the crimes on the train-movers' calendar.

This telephone contrivance would be a capital arrangement for train crews to ask questions over and erstwhile call up the train dispatcher and tell him a few leading facts. It would be rare fun for the train crews but a nuisance to others.

While such ideas are being worked out perhaps someone will hit on a scheme that will enable train crews to communicate by telephone with the next telegraph office ahead. Such communications as, "Tell him we are losing time, account engine not steaming," or "Will make Smithville by 10:20; give us a few minutes on 5 and we can make Jonesboro," would be a help to the train dispatcher and everybody else. In time of trouble such a contrivance would simply be invaluable.

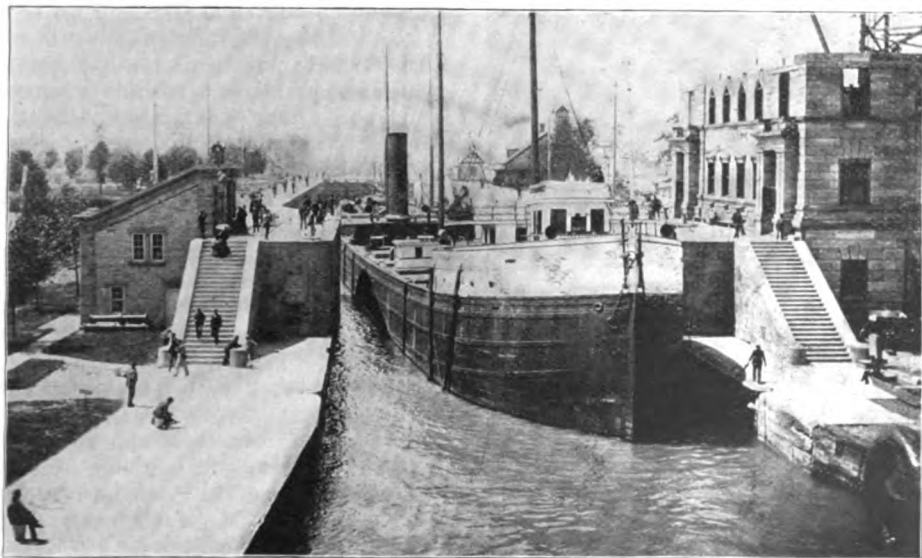
One train crew could also communicate with another train crew on the same section

regardless of the speed that one or both were making. A word of warning to a train following closely would often prevent an accident.

As there is a straight metallic connection between the axle of the caboose and the rail lying just outside the telegraph office, it does not look like a difficult task to solve such a problem. It has been attempted before by stringing a wire along the ties, but a dragging brake beam, or many

other things that constantly get out of order with the running gear, destroys the circuit, and often times just when it would be most needed.

With a good steel rail, equipped with split switches, a circuit could be constantly maintained, either in one rail or both, excepting only under such circumstances as the continuity of the rails being destroyed, and the instrument could be made to record that fact to those concerned.



COMING THROUGH THE LOWER GATE OF THE OLD LOCKS, WITH VIEW OF THE NEW POWER HOUSE FOR THE NEW LOCKS. SAULT STE MARIE.

The Sault Ste. Marie Canals.

Statistics have just been issued covering the canals at Sault Ste. Marie during the season which closed on December 14th. The record made breaks all previous years, and exceeds that of 1897 by 2,250,000 tons of freight. There were 21,234,664 tons of freight carried through the United States and Canadian canals as against 18,982,755 tons in 1897. During the same period there was an increase of 1,002,821 in the registered tonnage of the craft transporting this enormous

amount of freight. The United States canal was open 241 days, or seven days longer than in 1897; the Canadian locks were open 243 days, or five days longer than the previous season. The number of vessels locked through the United States canal was 14,058, and through the Canadian 3,703. The principal items of freight were as follows: Coal, 3,776,450 tons; wheat, 62,339,996 bushels; flour, 7,778,043 barrels; other grains, 26,078,384 bushels and iron ore, 11,706,960 tons. — *The Railway Age.*

Juan Antonia Lecanda.

The subject of this sketch was born in Morelia, Michoacan, Mex., on the eighteenth day of October 1866. He received a thorough education, and, after having passed through the lower schools, graduated from Siloa college. He writes beautifully and talks Americanese so fluently that one would imagine he was a native. After graduating, Bro. Lecanda learned telegraphy at the government office at Siloa, and showing the same aptitude there as at school, within one year had advanced sufficiently to take a position with the Mexican Central Railway at Zacatecas.



JUAN ANTONIA LECANDA.

With that company he advanced steadily until he was promoted to the agency at Maravatio, a city of 5,000 inhabitants. He was afterwards tendered the agency for the Mexican National Railway at Celaya, a city of 30,000 people, and a very important position, which he accepted and still holds.

Bro. Lecanda joined the Order on June 5, 1888, being the first Mexican telegrapher to do so. He has been a faithful worker in the interests of the Organization, bringing many a good recruit into the ranks. He repre-

sented the telegraphers of Mexico at the Chattanooga Convention, in 1892, and was there elected to the position of Grand Senior Telegrapher. He was also a delegate to the Toronto Convention in 1893, and was again elected to that office.

"Flag Him Down."

IT is reported from Nebraska that Mr. D. E. Thompson, of Lincoln, is a prominent candidate for United States Senator, to succeed Mr. William V. Allen, whose term expires March 4, 1899. As he is in favor of the organization of capitalists and opposed to the organization of labor, it is only fair and proper that organized labor should be apprised of his previous record in this connection, that they may use their influence with their representatives in the Legislature to prevent, if possible, such a man being placed in a position where he could work against the interests of the people most effectively.

Mr. D. E. Thompson was at one time Assistant Superintendent of the Burlington and Missouri River Railroad, a line extending from Omaha to Denver, a distance of about five hundred and fifty miles. In March, 1886, the following item appeared in *The Railroad Reporter*, published at Council Bluffs:

"About twenty B. & M. brakemen at Lincoln, Neb., were thrown out of employment last week simply because they were preparing to organize a division of the Brotherhood. It is quite evident that Superintendent Thompson at that point is constructing a side track for himself."

The Locomotive Firemen's Magazine for that month, says in regard to this report:

"We immediately investigated the matter and found the report to be absolutely true.

"Mr. Thompson has his headquarters at Lincoln, Neb. We have now located the gentleman and have stated the case in a way that our readers can understand why we write of Mr. Thompson. To comprehend fully the astounding meanness of Superintendent Thompson; some knowledge of the Brotherhood of Railroad Brakemen is required. It should be understood that railroad brakemen, as a class, are hard worked and lightly paid. Their calling is perilous and responsible. There are probably 100,-

000 railroad brakemen in the United States and Canada. They are indispensable to the railroad enterprises of the country. They have to bear the usual responsibilities of American citizens. They are husbands and fathers. Thousands of them have mothers and sisters dependent upon them for support. Comprehending the situation, knowing the perils that confront them on the rail, these men, with prudent forethought, seek by fraternal association to better their conditions morally, socially and intellectually, and to make some provisions for those dear to them and dependent upon them, provided disability or death should befall them, and hence the Brotherhood of Railroad Brakemen. This statement, brief though it be, fairly presents the reason why the Brotherhood of Railroad Brakemen has been organized. These Brotherhood Brakemen, it should be said, in aspiring to improve their condition are doing a valuable service for the railroad enterprises of the country. To be thoughtful of their own welfare is to be considerate of the interests of their employers. It appears that about twenty of the brakemen in the employ of the B. & M. concluded to organize a lodge of the Brotherhood of Railroad Brakemen at Lincoln, whereupon, Mr. Thompson, Superintendent, *threw them out of employment*. In this Mr. Thompson played the role of despot. He committed a grievous wrong. He outraged the rights of citizenship. He consigned honest, honorable, prudent men to idleness for doing that which every man in this country has an inalienable right to do. Honorable, fair-minded men cannot approve of the course pursued by Mr. Thompson.

"The time has gone by for the exercise of such autocratic authority in the United States. We live in an era of enlightenment. Workingmen enjoy all the high prerogatives of citizens, and the owners and officers of the B. & M. should rebuke their Superintendent for the great wrong he has committed. Fortunately the discarded brakemen did not yield, they did not cower, they did not yield a particle of their manhood. They went forward and organized their lodge in defiance of the arrogant order of Mr. Thompson. For this they are deserving of universal applause. They were equal to the occasion, and they set an example of sturdy independence worthy of emulation.

It will have a salutary effect, and ought to bring to their support every railroad employe in the country.

"Has it come to this at last, and so early in the history of American liberty, that workingmen must crawl on their bellies in the dust, disrobe themselves of manhood and become the cringing slaves of a despotic Assistant Railroad Superintendent, that they may be permitted to earn a livelihood for themselves and their families? To that degradation, such men as Thompson, Superintendent of the B. & M., would reduce them. Fortunately, this man Thompson does not represent the great body of Railroad Superintendents of the country — and in due time he will change his policy or step down and out. Every propriety of business demands that such counterfeit men shall not pass current in any of the business enterprises of the country, requiring the assistance of honest toilers.

"We have been reliably informed that Mr. Thompson is opposed to all the various organizations of railway employes, that he is experimenting with the brakemen, and if successful he proposes to 'reach out' for the conductors, engineers and firemen. We have only to say, in behalf of the firemen, that we hold Mr. Thompson and his infamous policy of persecution in equal contempt. He is opposed to organizations of railway employes, for the simple reason that he would have his men destitute of intelligence and independence, that he can better keep them in servitude and subjugation. The days of such men as Thompson are ended. They have got to go to the rear, and men of dignity, honesty and liberality will take their places.

"The supreme demand is that all railroad employes, who are members of fraternities representing the calling of engineers, firemen and conductors should make the cause of the brakemen on the B. & M. their own. They should tell Mr. Thompson that he must change his policy, or see his trains stand still on the track. We refrain from further criticism at this writing. We simply put upon record our protest against the action of Mr. Thompson and our high appreciation of the course pursued by the heroic men upon whom Mr. Thompson inflicted an outrage scarcely less than a crime, for being independent, self-reliant men."

Real Unionism.

REAL unionism is not an attempt to squander your employer's money as rapidly as possible, to see how little you can give him in exchange for pay, to take the money weekly and feel no further interest in whether it has brought good or ill to him. Nor does it consist of a constant suspicion and a close watching of every loop-hole in the effort to discover something wrong about which to find fault.

Real unionism is something higher and better than that.

It is, and should be, protection for the

don't be over eager to discover some loop-hole whereby strained relations may be brought about. Employers are just as apt to err in judgment as employes, and with possibly just as much innocence of intent. Resent oppression, but don't go into all the highways and byways seeking it out; assert your rights, not in a blatant, demagogical way, but with firmness and dignity, sounding well the foundation of your grievance before bringing it into public notice.

Remember that employers have rights as well as employes, and insist just as much upon your fellow-workman rendering unto Caesar that which is Caesar's as you would



WHALEBACK BOATS, BUILT AT WEST SUPERIOR, WIS.

employers against crookedness and incapacity, an earnest desire to give a generous return for the wage allotted, a sympathetic interest in the employer's doings, and an honest, earnest endeavor to do work cheerfully, promptly and well.

Time-serving is not unionism, and time-servers do more to detract from the benefit of organized labor than any other known quantity. Give faithful service on the lines you contract for, or be too manly to take pay.

Don't carry a chip on your shoulder, and

upon righting a grievous wrong done to that companion.

Organized labor has many just and creditable victories to its credit and many unjust and oppressive measures to overcome, but the use of injustice and oppression will not add to the lustre of any fight, whatever the ultimate issue may be.

Conservatism, arbitration, honest service, careful attention to best interests of employers — these are cardinal virtues in good unionism, and will win the day where more aggressive and less admirable measures fail.

—*Midland Mechanic.*

The Telegraph in 1898.

IN reviewing the electrical field for 1889, the *Western Electrician* publishes two articles written by officials of the two leading commercial telegraph companies, as follows:

"The year just closed has been an eventful one for the telegraph companies. The first half marked the beginning and practical finish of the Spanish-American war, which caused a greatly augmented business, especially in 'press,' or newspaper reports. The last half, particularly during the closing months, was notable as having produced the most destructively severe storms from a telegraphic standpoint that had ever been experienced; first, wind storms of great severity, followed later by wet snow, unusually early

ary and February. In 1898, however, May and June showed the greatest traffic; July and August greater than the same months of the preceding year, but less than May and June. September was steady, with October, November and December very good.

"Taken as a whole, the press associations and newspapers are among the best patrons of the telegraph, and the late war afforded them an opportunity to show the public that they were bountifully generous and enterprising to a great degree in their efforts to secure the news for their readers. They gave carte blanche to their many correspondents in the matter of descriptive filings. One of the Chicago paper gave its Manila correspondent an order to file 10,000 words, or more, of Dewey's great victory quite an order when one knows that the press rate on



and very heavy for the latitudes visited; then sleet storm after sleet storm, causing the copper wire to break in thousands of places, interrupting communication and entailing very heavy expenses for repairs and renewals, not to mention the resulting loss of business.

"It can be safely said that the telegraph business is the barometer of general business. The war somewhat disturbed general business, helping some lines and interfering with others. Usually the receipts of the telegraph companies show a gradual and steady increase, beginning with May of each year, and continuing each month until the business reaches its greatest height in October; then a gradual and steady decline sets in, until the lowest is reached in Janu-

cable dispatches from Manila is fifty-eight cents a word, which, by the way, is not too much, when one considers the many thousands of miles of submarine cables and land lines necessary to make up such a circuit, involving, as it does, not less than seventeen manual relays.

"Another Chicago paper shared in an expense of many thousands of dollars for a single dispatch of the Manila battle.

"No country in the world has such able, enterprising newspapers as ours, and no city in this country is better represented in this respect than Chicago.

"The Postal Telegraph Cable Company made large additions to its mileage of poles and wires during 1898. It built three routes into Texas—one from St. Louis, one from

New Orleans, and one from Albuquerque. Nearly every city of importance in the State of Texas was connected with the Postal system, and extensions will continue until every place of commercial importance in that state is included.

"Many important extensions are planned for the new year, and the boast that 'our record shows that every time the sun rises a new Postal telegraph office is open to the public' will be fulfilled.

"The war with Spain caused a large increase in the number of press dispatches and Government messages handled by the Western Union Telegraph Company in 1898.

"The telegraph was an important factor in aiding the Government to move troops, battleships, etc. This being a country of magnificent distances, the telegraph had to be employed almost exclusively by the War Department at Washington. The following figures will give the reader an idea of the important part the Western Union Telegraph Company played in the prompt handling of the War Department's business from the time war was anticipated until the close of hostilities.

"From May 1st until December 31st, about 200,000 telegrams were exchanged between the War Department office and other offices in the United States. The Western Union Company detailed twenty telegraphers to the War Department office, which was open for business at all hours. The number of press dispatches was correspondingly large, and a large extra force of telegraphers was employed to handle the increased business, which was promptly transmitted.

"The company's report for the year ended June 30, 1898, shows an increase of 33,418 miles of wire and of 441 offices. The number of messages transmitted was 4,022,065 more than for the preceding year. The revenues for the year were \$1,276,873.62 more than for the preceding year. The increased revenues made necessary an increased outlay for operating and general expenses of \$655,111.63. For reconstruction and maintenance, to preserve the efficiency of the property, \$342,913.91 more was spent than for the preceding year, and the cost of equipment of the new offices and for improving old equipments was increased \$48,371.51.

"The average tolls received were 30.1 cents

per message. The average cost per message was 24.7 cents. The decrease in the average tolls received, and the increase in the average cost per message, are accounted for by the large number of government and press messages, consequent upon the war with Spain, transmitted during the latter part of the fiscal year, on both of which classes of messages the tolls are the lowest, although the highest grade of operating service has to be employed for their efficient transmission.

"The cost of construction of new property for the year was \$1,117,651.61. The surplus account was increased \$315,694.06.

"During the year the Western Union Company transmitted 62,173,749 messages, receiving therefor \$23,915,732.78. The profits were \$6,090,151.26. The number of offices on July 1st was 22,210, and the number of miles of wire 874,420.

A Parable.

ONCE upon a time there was a village in a beautiful valley. It was entirely surrounded by steep and lofty mountains, which sheltered it from the storms of winter and the heat of summer.

The soil of the valley was very fertile, and in all manner of grains and fruits grew in abundance. Although there were frequent droughts in the country round about the valley, it never lacked for water, even in the hottest of the summer months.

A never-failing stream, sparkling like molten glass, flowed merrily down from the highest mountain, ran in a sportive, zig-zag way through the valley, and passed into a wide cavern at the further end of it.

This stream was the special pride of all the villagers. They shielded it from all pollution, built fancy bridges over it, and planted bright flowers along its banks. They believed it to be a gift from the gods, as they had an old tradition to that effect; and they would not allow anyone to set foot upon the sacred mountain from which it came.

The villagers were all very happy and prosperous. Everyone was free to drink of the stream, and to nourish his garden with it, for it belonged alike to all, and no one had a right to say of it, "This is my stream, and not yours."

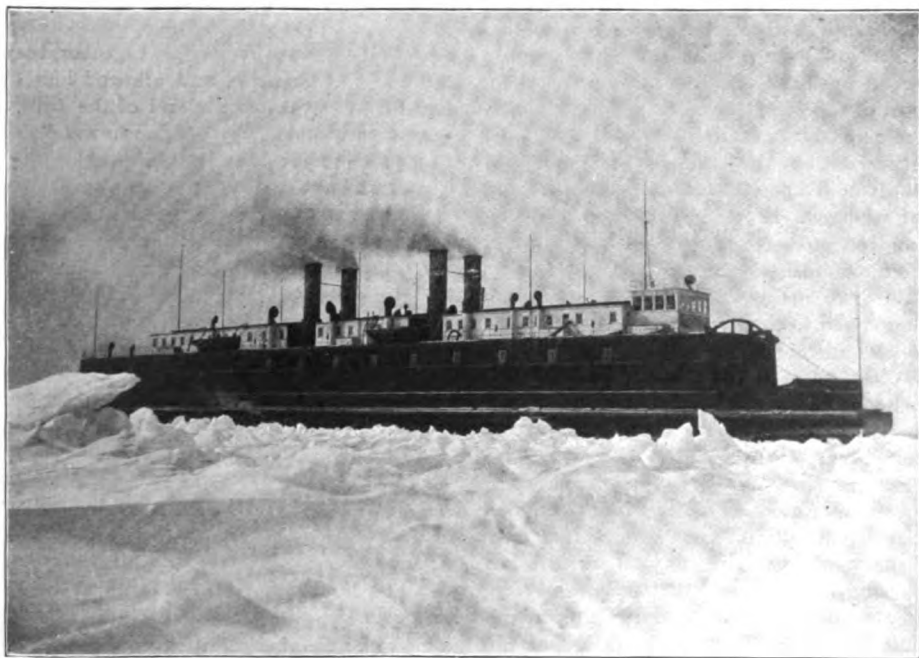
Every villager possessed his own house, and not his neighbor's, and the land of the valley was equally divided among them. There was no man who did not do his share of labor, and no one who was burdened with overmuch work.

Every morning they were awakened by the singing of the birds, and every evening the men and women sang songs together, and taught the little children to dance and to play on the musical instruments.

who had discovered the stoppage of the waters.

According to their tradition, they believed that the stream came from the gods, and therefore they brought many sacrifices, and offered them upon altars at the foot of the holy mountain, but of course no water descended.

They chanted hymns and repeated prayers and fasted every third day, but their thirst increased more and more.



STEAMER ST. MARIE. BREAKING ICE IN THE STRAITS OF MACKINAC.

But in the course of time one of the villagers, who was deformed in his mind, became a financier, and wickedly determined to obtain grain and fruit without doing his share of the work.

To accomplish this infamous purpose, he climbed the sacred mountain, discovered the cleft in the rock from whence the stream issued, and stopped it up with rocks and logs. Then he descended unperceived to the valley, and joined the alarmed villagers,

At last the financier spoke to the others and said: "If ye will give me one hundred bushels of grain I will even risk my life for ye all. I will climb the mountain and intercede with the gods, and persuade them to send us the stream again."

And the villagers accepted his offer with great rejoicing, and in the evening, when it became dark, he ascended the mountain, rolled away the rocks and logs, and let the stream flow once more to the valley.

When the financier returned, the happy people greeted him with great joy, and carried him on their shoulders to his home; for they said in their simplicity, "It is he that hath saved us from thirst and famine and death."

And the financier, when he saw how easily the people were deceived, said to himself, "This whole valley shall be my garden, and all these people shall be my slaves."

And becoming more and more greedy of gain, he soon began to stop the stream up twice a week.

So in a short time he became the possessor, not only of all the grain and fruit, but also of the land and the houses, the furniture, and even the musical instruments.

And until the very last house was taken, most of the people believed in the financier, and carried him on their shoulders when he returned from the mountain. They spake loudly of his patriotism and philanthropy, for whenever he received from them one hundred bushels of grain, he also restored them one bushel to feed the poor. He likewise gave many bushels of grain to the clergy, and to the schoolmasters, and to the men who wrote the chronicles of the village.

And the few who suspected the financier to be a rogue, were afraid to speak their thoughts among the others, for fear he should drive them from the valley.

But as the unhappy villagers became poorer and more destitute and miserable, they began to think upon their former prosperity, and to wonder why they should be starving in the midst of plenty, and why they should have to pay so much grain and fruit to the financier. And a few of the more intelligent ones began to inquire, saying, "Why can we not go up the mountain ourselves, and cause the water to flow?"

But this seemed a terrible and dangerous saying to the simple-minded people, for they had never thought of it before.

The clergy said it was blasphemy, and the schoolmasters said it was ignorance, and the chroniclers said it was anarchism; and so for a long time the people remained in poverty, and many of their little children died for lack of food.

But at last several of them even dared to climb the mountain one day when the stream was dry, and they discovered the

rocks and logs with which the financier had stopped the waters, and they removed them and set a guard upon the spring.

And when all the people had heard of it, they laid hands on the financier, and said to him, "Why did ye do this thing?" And he said, "It is the Law of Business." And he besought them to have confidence in him.

But they said, "We cannot have confidence in a lie;" and they took back their grain and their fruit and their land and their houses and furniture and musical instruments, and restored unto every man what was his own, so that they were once more prosperous and joyful.

And after much reasoning together, they set free the financier, and allowed him to live in the cavern at the end of the valley, and gave him a herd of swine to watch, so that he might be useful to the people.

And though at first he made a great outcry, when he afterward considered what the thing was which he had done, he was very thankful that the villagers had not taken his life. *By Herbert N. Casson in the New Time.*

A Pet Phrase.

ONE of the pet phrases used by the monopoly press is "the despotism of the trades union." How would it do to say something about the "despotism" of the man who defends himself against highway robbery, house-breaking or any other of the many playful methods of taking away one's property? To systematically deprive a man of the larger portion of what he himself earns by the act of production is only a species of genteel robbery. In many cases the larger the amount stolen the more respectable the robber. The man who produces the finished article from the raw material has as much right to say how much of material interest he has in its production as the man who owns the article his labor has produced. His labor is part of the cost, and because he desires to fix a price upon what he has contributed toward fixing any price whatever to the finished production, he is termed a "despot." It would be a difficult matter to rate the despotism of monopolistic editors. —*Exchange.*

An Electric Forge.

ONE of the astonishing things developed through the introduction of electricity into every-day affairs is a forge, made for bench use, for the heating of soldering irons or light pieces of metal for working on the anvil, where the heating is accomplished by plunging the article to be heated into a tray of water. Nothing could be imagined more contradictory of one's preconceived ideas than this procedure, says

substance which will hold water and not form an electrical conductor. One wire of the electric circuit passes to the bottom of the tank, where it is connected to a plate of metal which lies there. Over this plate water preferably saturated with salt, fills the tank nearly to the top and serves to conduct the current to whatever object is to be heated. Nothing could be better for this purpose, for the water naturally closes all about the object and fits it on every side. The other end of the current-conducting wire is fastened



MOUNTAIN SCENERY. Courtesy—N. C. & ST. L. RY.

the *New York Sun*, and yet to the electrician it is perfectly simple.

He makes the proper connections, plunges his iron into water, and pretty soon the iron will begin to glow under water and then to turn red or white hot, just as he desires it for working. When he gets through working the iron he may plunge it into the water again and cool it with a "siss" as expeditiously as he could in any other tank of water. This curious forge is made as follows: The tank is of wood or of any other

to the tongs or led to a metal framework at the edge of the tank on which the tongs or the shank of a soldering iron lie when it is to be heated. The moment the object to be heated is plunged into the water a current passes through the object, and at the same moment some of the water is decomposed by electrolytic action. The nitrogen of the water becomes electrified and adheres to the object to be heated and forms a film of gas, which separates the object completely from the water, while at the same time this

gas forms such an obstruction to the passage of the electric current that the energy of the current is turned into heat.

Electric forges of various designs are coming into use in place of fires for many of the blacksmith's operations. One of the new ones offered to the trade is arranged with one of its electrodes mounted at the end of an ordinary anvil, while the other electrode is swung above, where it can be drawn down by the pressure of the foot upon the pedal. The arm above has a wheel-like revolving head, and at the end of the spokes of this wheel are blocks of metal of various forms adapted to fit the objects to be heated. The blacksmith turns down the form that suits his work, presses his foot on the pedal and watches until he has a proper heat, and then, releasing the arm, forges and finishes his work on the very anvil where it was heated. Such clever tools cannot, of course, take the place of the old bellows and fire for isolated shops, but in factories they are rapidly being introduced.

Railroads in Cuba.

THE following is taken from a recent issue of the *Chicago Record*:

The Cuban Government regulations for the operations of railroads have this paragraph: "The hand baggage of a gentleman shall consist of one hatbox, one satchel and one fighting chicken." This being one of the rules for the government of the railroad properties of Cuba, it may be set down that there are others equally as foolish, and that the railroads are oppressed on senseless regulations. As a matter of practice the railroads will permit a man to carry 68 pounds of baggage, including the fighting chicken. This is a concession. One railroad 123 miles long has three first-class coaches, five second-class coaches and eight third-class coaches. They are in bad condition, and would not be acceptable to a second-rate road in the United States. This same road has 85 freight cars, including box, flat and coal cars. This road runs through one of the most populous districts of Cuba, and one of the most productive. The fare one way for a passenger is \$7.40 in gold, a distance of 123 miles as stated. Added to this is a Government tax of 10 per cent., and a small fixed tax which the railroad collects

from the passenger for the Government. The total fare for the distance is a few cents less than \$0. The tariff on a ton of first-class freight for the same distance is \$22. A Government tax must also be collected from the shipper. The railroads are all in the hands of private corporations, but the Government exercises considerable control. The high prices for shipment and travel and the poor condition of the rolling stock and equipment form only a part of the troubles of the American military board trying to arrange for the transportation of troops. Lately there has been some consolidation of the different systems, but there remain fourteen different systems. The annoyance and vexation which this causes the shipper may best be explained by saying that in shipping a carload of freight from Havana to Cienfuegos four different railroads are used. Payments must be made separately to these different roads. Each one makes out its own bill of lading and incidentally pays its own Government tax. Settlement must be made with each one of these roads. There is no system of prorating charges. The charges are so high that they are almost prohibitive, even for the United States Government.

Telegraphers and the Signal Corps.

MANY expert operators enlisted in the Signal Corps at the beginning of hostilities, not as a matter of securing employment at army pay, but because they considered it a patriotic duty to give their services to their country in its hour of need, says *The Telegraph Age*. In fact many of these telegraphers had given up remunerative positions with the big companies to enter the service. When hostilities ceased and the peace protocol was signed, they demanded that they be discharged from the military service in order that they might resume their former positions in civil life.

As a result, large numbers of them were granted discharges, and the ranks of the Signal Corps refilled from the volunteer regiments, with men -- in a majority of instances -- who do not know the difference between a telegraph and telephone system. The operators who did enlist were not treated as they should have been treated,

and now that more operators are required by the Government to go to Cuba and Porto Rico, it is experiencing the greatest difficulty in obtaining them. In fact the telegraphers are at last in a position where they can spurn the offers held out to them, and we hope they will not fail to remind the recruiting officers, in declining to accept their "pleasant" duties, that the recollection of their previous promises will not soon be effaced from their memories.

It is only by giving voice to such senti-

country is entering upon an era of unprecedented prosperity, the Administration is confronted with many grave problems in connection with our new possessions.

"One of the many elephants left to its tender mercies is the telegraph service, which it will have to take control of during our military occupation of Cuba and Porto Rico.

"Col. Dunwoody, of the Signal Corps, is now in Cuba looking the field over, and will, no doubt, soon make his recommendations



N. C. & ST. L. TUNNEL, CUMBERLAND MOUNTAINS—TRACY CITY BRANCH PASSES OVER MAIN LINE.

ments that people will know that telegraphers expect to be paid for their services as such. There seems to be a general disposition to make light of the business and those who follow it, and nothing but organized action will change the sentiment.

A Washington correspondent in the same journal writes an interesting letter that is strictly in line with others that have appeared in *THE RAILROAD TELEGRAPHER*. It reads as follows:

"Now that peace is assured, and the

to the department. Just how he, a man of no practical experience in telegraphy, and who scarcely knows a sounder from a saw log, expects to solve what will prove one of the most knotty problems with which the Administration will have to deal, can but excite the interest of telegraphers.

"But if 'puffidity,' and the lack of practical knowledge of what is necessary to the commercial interest of these islands in the matter of telegraphic communication, be the necessary qualifications to a satisfactory

solution of the problem, he will be a howling success.

"Those of our ranks, who so nobly responded to the call for volunteers from our fraternity, will, no doubt, remember this gentleman for years to come. It was to his tender mercies they were consigned; and tenderly indeed did he guard their interests. So tenderly, in fact, that the men who should, every one, have been commissioned officers, and whose duties were of the most important connected with our military operations, were compelled, while here in Washington awaiting orders to go to the front, to act as orderlies and do the work of hostlers, cleaning out stables, cleaning out the filth of the barracks, etc. It was a case of 'obey orders or report to G. H. office,' as the guard-house was called.

"Such was the treatment received by men who, in most every instance, had left good paying positions to show their devotion to the country's cause. And now that the Signal Corps has been reduced by muster out, until all that remains of it is a few really worthy men who can not secure a discharge, the Government finds itself in need of several hundred strictly first-class men to operate the lines in these islands, and has for the past week or so been throwing out 'feelers' to find out how many telegraphers are willing to enlist for the magnificent sum of seventeen dollars and forty cents per month and hardtack.

"And these must be highly recommended and capable of handling the commercial business of a foreign people in a foreign language. Tempting, isn't it?

"A few days since a delegation of telegraphers called at the War Department, thinking the Government was desirous of recruiting a force of civilians for this duty, and when Col. Dunwoody began to talk of enlisting, subsistence, seventeen dollars and forty cents per month, there was a crush at the door and the colonel found himself very much alone in less time that it takes me to tell of it.

"If this Government is desirous of placing Cuba and Porto Rico on a firm commercial basis, it can not afford to place their business transactions in the hands of the cast-offs who alone would be willing to enlist under such conditions. If it means

business it needs business men for this service.

"Then why in the name of an enlightened people does the Government not put this matter into the hands of some practical telegrapher who can bring order out of chaos, and establish a telegraph system in these islands which will remain forever a monument to American enterprise, and away with this military bosh and bluster, and pay decent salaries to decent men who would gladly offer their services under such conditions.

"This is exactly what we predict they will have to do if telegraphers have common sense, and we think they have.

"In the meantime, keep your eye on Colonel Dunwoody. Someone might steal him, and telegraphers in general, and the veterans of the late Signal Corps in particular, would have cause for real sorrow.

"This Government can not too soon have its eyes opened to the importance of this matter, and should it decide to employ civilians at decent salaries, it will mean a great deal to the fraternity, and open a new field with golden opportunities.

"The Civil War brought forward such men as General Eckert and Colonel Chandler, who have established perfect telegraph systems. Who will be the great man brought forward by our war with Spain?

"He is bound to come, and let us hope that it will be soon."

Chinese Telegraphy.

IN AN article in the current number of the *Engineering Magazine* on "Industrial Progress in China," by J. S. Fearon and E. P. Allen, these interesting statements are made: "The telegraph is the only institution of modern science which has obtained any considerable foothold in China. Peking is connected by wire with Tientsin and with Manchurian points up to the Russian frontier, whence connection is continued by Russian Siberian lines to Europe. The capital is also connected with all the treaty ports and principal cities in China proper, and these again with each other. Canton has connection also through Yunnan with Burma. China learned the value of the telegraph in the war with France, and it has long since been admitted to have 'become

indispensable.' The telegraph, however, is under imperial control, and there is probably little opportunity for its extension as a private enterprise. Chinese writing being not alphabetic, but syllabic, and there being as many characters as there are words in use, the telegraphic messages are sent in a number cipher. For transcribing messages received, a double-ended type is used; on one end is the character, and on the other the corresponding number. When a message

will not even be permitted to hear the gentle voice call across the wire to a friend:

"Mamie, are you going to wear that pink waist tomorrow night at the Lady Telephone Operators' ball?"

The inventor has done it all. He has conceived a new switchboard for telephone exchanges which makes an automaton of the telephone girl. Thus the halo of romance about the girl is wafted away by a system of wires and spokes and lights, and the



N. C. & ST. L. RAILWAY AND TENNESSEE RIVER, AT BASE OF LOOKOUT MOUNTAIN.

is received, it is set up by the numbers, and then printed from the reverse, or character end."—*Western Electrician*.

Express Service in New York.

THE silvery voice of the telephone girl is to go. She will no longer be permitted to chat with the subscriber's office boy or to "sass" the subscriber. No longer will she ask if you are through and then add, "Why didn't you say so?" You

farce-comedy author of the future will have to return to his old stock-in-trade—the hotel clerk, the "Rube" in town, or the young widow and the gay husband.

Managers of telephone companies have been made prematurely old by complaints against "sassy" operators. Big rewards have been offered to the man who could prevent these disagreements between subscriber and operator, and at last that man has come. The result of his work will be apparent a week from today, when the new

and wonderful switchboard will be placed in operation at Harlem.

It is known as the common battery system. Instead of ringing and "helloing" until your tongue is paralyzed, you will lift your telephone from the hook. Instantly a small electric light opposite your number on the switchboard will be lighted, and will remain lighted until "central" asks your number. You answer and "central" says all right. That is the limit of your conversation with the once sociable "central."

When the connection is made this light goes out and another light appears. Under the new system "central" will know that you are busy as long as the second light remains lighted. When you are actually through you place your telephone on the hook, which cuts off the second light. Another light appears to tell "central" that the conversation is ended, and you are disconnected.

Finally there is a larger lamp over each operator's head which is kept lighted as long as a subscriber is calling. This is largely for the aid of the "boss," who will know whether "Mamie" and "Maggie" are talking with one another when they should be attending to business. -*New York World*.

Help the Textile Operatives.

To All Who Favor Justice and Right—To Our Brother Laborers Throughout the United States:

WE, THE Textile Operatives of the Augusta district, appeal to all for aid.

Our wages have been reduced to such a point that it is almost impossible to exist. We were compelled to quit work. Continued work under the proposed reduction meant poor food, ragged clothes, sickness and all the other evils which poverty brings.

Brother laborers, we appeal to you in our distress. Our cry is the cry of the distressed. We come to you as brethren. You know our condition. Can you turn us away in this, our greatest time of need? Will you turn us away empty-handed?

The highest authority has commanded us to bear one another's burdens.

We promise to help you when you come to us in your hour of need.

If we return to work on reduced wages, it will bring about a reduction in the wages of the mill operatives throughout the entire South, which will force the mills in the New England states to a further reduction of wages, in order to compete with the Southern laborers, and this, in its turn, will make it necessary for the Augusta mills to again cut wages in the near future, arguing from their own standpoint.

If we can prevent a reduction in our wages and gain a victory it is your victory. Our gain is your gain.

We have been very successful in local canvass, but the time has now come when we have to call for outside aid, and we feel fully assured that our appeal will not be in vain.

All communications and contributions should be addressed to Mr. Forest Gay, chairman of the relief committee, postoffice box 534; or to Mr. Andrew Mulcay, deputy organizer of the American Federation of Labor for the State of Georgia, 221 Broad street, Augusta, Ga. Communications and contributions will be thankfully received and acknowledged by return mail.

(Signed)

FOREST GAY, Chairman,
E. L. CRANFILL, Secretary,
MARION IVEY,
W. H. CARTER,
Relief Committee.

Through the Lachine Rapids.

THE steamer was entering the most dangerous part of the far-famed Lachine Rapids of the St. Lawrence. The forward deck was crowded with passengers, and all eyes were fixed on the famous Indian pilot, on whose skill and nerve their lives depended. Immovable at his post on the high pilot tower he stood, his sinewy-brown hands firmly grasping the spokes of the wheel, while his piercing eyes darted glances now here, now there, over the surface of the river, as though seeking the most advantageous point from which to commence the descent. Now and then one could catch a glimpse of a plain Hibernian countenance in a window below where the Indian stood.

The steamer plunged into roaring waves, which shook her from stem to stern. Great black and glistening rocks grinned at the

staunch vessel from the boiling waters. Strong men shuddered as they looked at the ragged rocks and raging river, and in their hearts thanked God that they were safe in the hands of the famous pilot. Women stared fascinated, at the water, and then turned their eyes on the Indian, clasping their hands together with all their strength, as though they would sustain the effort which his mighty arms were exerting to hold the vessel in her course. And well did he merit

intrepid savage. Few of the women restrained their tears, and men looked at their wives and little children, shuddering to think of the dangers they had passed, and then turned with swelling gratitude to the Indian. A mighty cheer burst from their throats, women threw him flowers, a purse fell solidly at his feet, and a subscription list was rapidly circulated.

Amid all this the stern child of primeval race was the only one apparently unmoved.



their confidence—now spinning the wheel like lightning to escape a dangerous rock, now holding it firm with all his vast strength to prevent the vessel's swerving; now leaning far from his station to scan the water with hawk-like eyes for hidden dangers. Nothing could appall him or shake his iron nerve, and, barely escaping a dangerous crag, he shot the steamer into calm water.

Once more had a shipload of souls been safely brought through the rapids by the

His features, fixed in the traditional composure of his race, betrayed no emotion, and his steady and piercing glance did not regard the cheering crowd. In the room in the pilot tower below where he stood, the plain Irishman, who had been steering the steamer all the time, took a chew of tobacco. The iron-nerved savage performed with a dummy wheel on top of the tower, so the tourists would get their full money's worth of thrill.--*New York Times*.

Telephone Repeater.

FROM time to time experiments are made and results—all remarkably similar in character—are published on the problem of a telephonic repeater. The function of this instrument would be to occupy an intermediate position on long distance telephone lines, and to receive the telephonic currents and repeat them in the form of current waves of greater intensity. The shape these inventions have hitherto taken has been that of a common diaphragm faced by the magnets of an electro-magnetic receiver on the one side, and by a carbon microphone on the other, and the results have usually been that the transmission of speech is as good or better if the repeater is omitted. In the latest form of repeater, invented on the other side of the Atlantic, the same system is employed, but in this case the whole instrument is inclosed in a vacuum, the advantage of which is not apparent to us. The problem which such instruments attempt to solve is akin to that of the "bellowing telephone," and the latter was declared to be an impossibility at the recent British Association meeting. Those endeavoring to increase the distinctness of speech over long-distance lines, and to increase the possible distance over which telephony can be effected, should rather turn their attention to the line itself. A series of patient experiments, based on theoretical investigations that have already been made by an eminent mathematician, would probably lead to valuable results.—*From the London Electrician.*

Work of the Weather Bureau.

OVER four thousand telegrams were sent from the weather bureau Sunday morning to the different towns and cities that are situated in the vicinity of the North Atlantic coast notifying railway companies, street railway companies, steamship managers, boards of public works and other city officials and postmasters, for the information of the public, of the approach of a terrible hurricane, which originated in Texas Friday night, December 2d, and had been moving in a Northeasterly direction at the rate of about thirty-five or forty miles an hour, gaining in violence very rapidly until

it had become one of the most extensive and devastating storms that had occurred for several years, covering an area of the entire country east of the Mississippi River. It was much more severe than the blizzard of the previous week, and the weather bureau was, therefore, very urgent in its warnings to shipping not to venture from safe shelter. William E. Curtis, the Washington correspondent of the *Chicago Record*, says that the warnings of the last gale were received by over seven hundred vessels on the North Atlantic coast alone, and among others the Portland, which refused to heed it, and went down, with all on board.

Between eight and nine o'clock Sunday morning the whole telegraph system of the United States, every wire of both the Western Union and Postal companies, was in use by the weather bureau for the purpose of notifying the public of this storm.—*Western Electrician.*

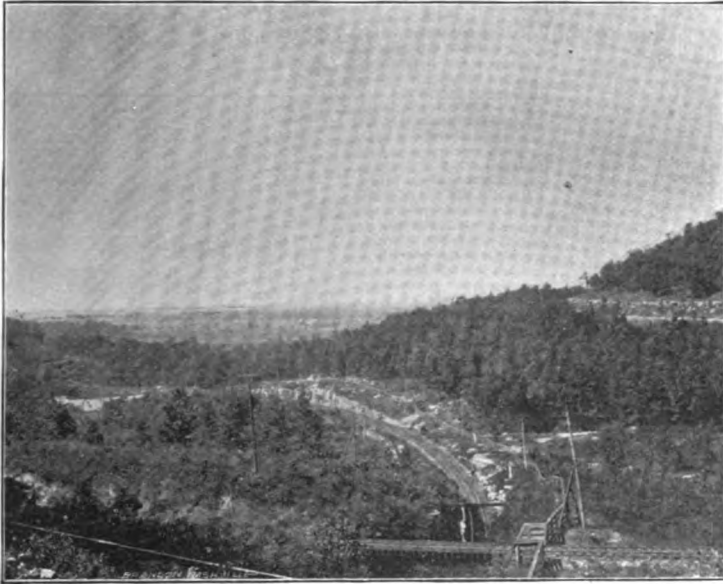
Are Unions a Benefit.

ARE trades unions a benefit to the country? Have not trades unions done more to protect God's children and to establish the principles that have been given to us through that Noble Book than all other organizations? Trades unions are today rapidly marching on to victory, winning many battles and defeating those who have been robbing God's children of that which rightly belongs to them. They are taking within their fold those who have been wounded by trying to fight their own battles and are teaching them the lesson and the principles of the fatherhood of God and the brotherhood of man. If it were not for the trades unions, who have been fighting in this noble battle, what would be the condition of the working people today? We would find wages reduced to such a point that it would be impossible for the wage slave to sustain life. There is no country on the face of the globe where the capitalists are so well organized as they are in this country, and a man without an organization is as helpless as a mouse trying to fight a lion. We appeal to every man and woman who is a wage worker to come into the folds of the trades unions. Those who remain out we must classify as enemies, and the

day will come when factories and mines will be closed against you until you are willing to become a member of your union. We ask for the sake of your wife and children that you join us, so that they may receive some of the benefits derived from trades unions. Forward is our cry. Let the past bury its dead, and let the new era of civilization and progress shine its light of hope on the future of mankind.--*E.E.*

military movements from those points in a manner heretofore unknown in military administration. Field telegraph lines were established and maintained under the enemy's fire at Manila, and later the Manila-Hongkong cable was reopened.

"In Porto Rico, cable communications were opened over a discontinued route, and on land the headquarters of the commanding officer was kept in telegraphic or telephonic



MOUNTAIN SCENERY. *Courtesy—N. C. & ST. L. RY.*

The Signal Service Men.

IN HIS message to Congress, the President gives cordial recognition to the work of the Signal Service Corps during the late unpleasantness with Spain. In reciting some of the events of the war, he says:

"The signal corps was promptly organized and performed service of most difficult and important character. Its operations during the war covered the electrical connection of all coast fortifications, the establishment of telephonic and telegraphic facilities for the camps at Manila, Santiago and in Porto Rico. There were constructed 300 miles of line at ten great camps, thus facilitating

communication with the division commanders of four different lines of operation.

"There were placed in Cuban waters a completely outfitted cable ship and cable gear suitable both for the destruction of communications belonging to the enemy and the establishment of our own.

"Two ocean cables were destroyed under the enemy's batteries at Santiago. The day previous to the landing of Gen. Shafter's corps at Caimanera, within twenty miles of the landing place, cable communications were established and cable stations opened, giving direct communication with the Government at Washington. This service was invaluable to the executive in directing the operations of the army and navy."

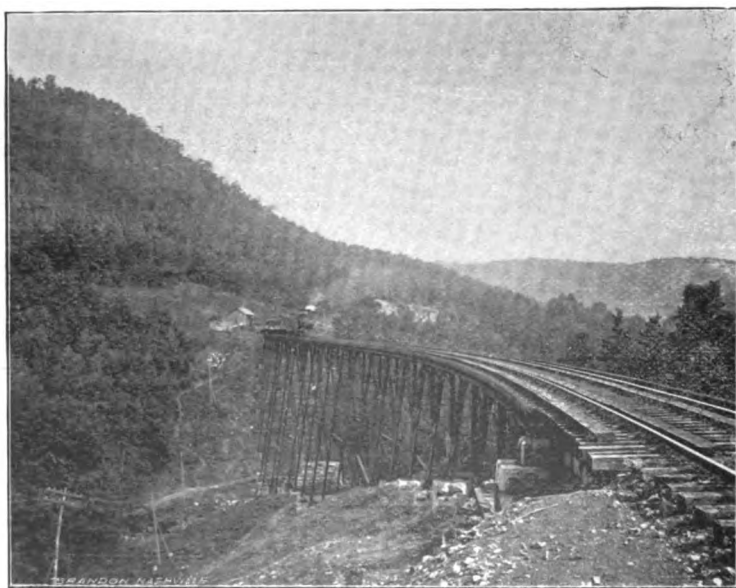
The Operator Got Even With the News Thief.

THE mystery of a cablegram upon which was based the most colossal of the many newspaper "fakes" incident to the war with Spain, can at last be solved, says the *Washington Post*, which thus continues the story:

It should be explained at the outset that the word "fake" is used in this connection with some qualification, inasmuch as several of the leading journals in various parts of the country were genuinely deceived by

appeared one morning with flaring headlines to inform the world that Manila had fallen, nobody doubted that the information was correct, and there was much jubilation everywhere, except in the offices of newspapers that had not received the news.

As the "news" was alleged to have emanated from official sources at Washington, it is reasonable to suppose that the correspondents at the capital of the journals which had apparently been beaten were made decidedly uncomfortable by sharp telegrams of inquiry from their respective managing editors, for be it understood that in news-



RUNNING WATER VIADUCT. Courtesy—N. C. & ST. L. RY

what appeared to be a legitimate piece of news. Nevertheless, it can now be shown that those same dignified newspapers "developed" an alleged eight-word cablegram into, in the aggregate, almost countless columns of pure invention.

For many days after word was received that Dewey had destroyed the Spanish Philippine fleet, the further announcement that he had captured Manila was eagerly anticipated. Everybody, not knowing the exact conditions, supposed, of course, that after taking Cavite, he would proceed at once to take possession of Manila. When, therefore, the newspapers referred to,

paperdom there are three cardinal sins: To be beaten in getting news; to be detected in "faking" and to write libel.

Some of the newspapers which announced the fall of Manila at that time, published what purported to be a verbatim copy of an official cablegram giving the information. That cablegram, dated London, and containing but eight words, including address and signature, was as follows:

DAY, Washington:

Hongkong reports Manila has fallen.

HAY.

On the morning that this momentous intelligence was published, all the corres-

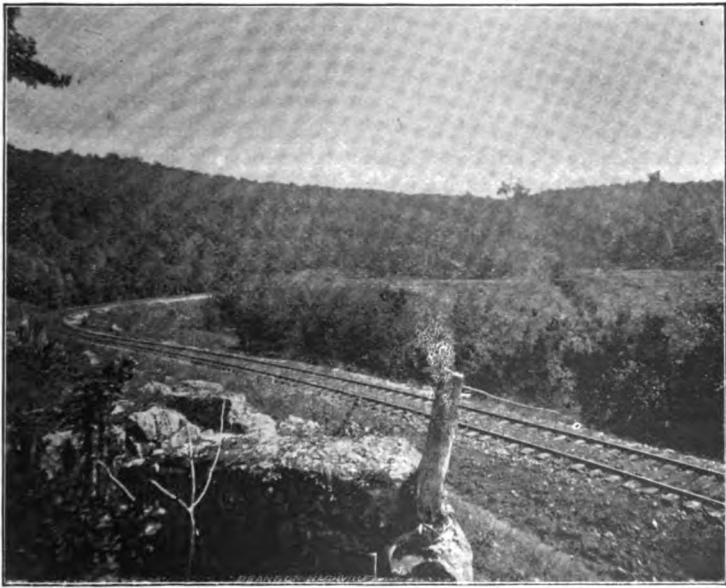
pondents who had received sharp reprimands from their managing editors, rushed to the State Department to find out why such important news should have been given to some newspapers and not to all.

Secretary Day appeared to be astonished at the impetuosity of the beaten newspaper men, and when he declared that he had not received any such cablegram, the correspondents laughed ironically and said to themselves and to each other, that the Secretary of State had diplomatic reasons for wishing to suppress the news, as well as a desire to conceal the fact that there was a "leak" in his department. So the more

that he knew nothing about it. Cablegrams of inquiry were then flashed to Ambassador Hay, in London, who replied that he had not sent any such message.

Then followed a period of peculiar conditions. Half the newspapers of the country were declaring that Manila had fallen, and that the Administration was endeavoring to cover up what might have been a diplomatic blunder, and the other half—the supposedly beaten half—was shouting "Fake! Fake!"

Now, it happens that many newspaper men have acquired a knowledge of telegraphy and that many telegraphers have



IN THE CUMBERLAND MOUNTAINS. *Courtesy—N. C. & ST. L. RY.*

impetuous among them who had been beaten, rushed to the telegraph offices and loaded the wires with dispatches confirming the report of the fall of Manila, and giving additional "details," said to have been furnished by officials "high in authority." This added some hundreds to the newspapers which had made the original announcement of Manila's fall.

Other correspondents hurried to the White House, thinking that, perhaps, the cablegram might have been received by the President instead of by the Secretary of State, but Mr. McKinley solemnly declared

become newspaper men. One night an important order was sent by telegraph in English, but it was countermanded and withdrawn within a few minutes, and, as far as the naval authorities knew, the dispatch was as dead as if it had never been written. Nevertheless, it appeared in full the next morning in a New York newspaper, which, however, said nothing about the dispatch having been canceled.

This leak caused a great deal of trouble. The telegraph company over whose lines the dispatch had passed was taken to task by the Government, but its officers proved

that none of its employees had been treacherous. The incident, however, set the Government officials to thinking, and nobody thought harder than the night operator at the Navy Department. As he figured it, he might himself have been suspected of the betrayal of confidence, with consequent loss of character and position.

Made keen and alert by the patent evidence of a leak somewhere, the operator at the Navy Department kept his eye on the corridor as closely as he kept his ear upon his sounder. Occasionally during an evening he would stroll through the corridor and chat with the correspondents. He finally convinced himself that the representative of a great New York newspaper was a former telegrapher. Now comes the solution of the mystery.

The operator ruminated probably about this way:

"There's a newspaper fellow out there, I think, who can telegraph. If he gets onto any of the dispatches that go through my hands, he's likely to get a lot of glory and boodle, and I'm liable to get discharge and disgrace. Really, I'm not sure that he's the man who got that withdrawn order, but I think I'm entitled to find out."

It was at this period that everybody was waiting for news from Dewey, following the announcement that he had destroyed the Spanish fleet.

The hour was midnight, and the marble corridors were as silent as the mausoleums of Pompeii.

The Navy Department operator noticed that several correspondents, or rather the assistants of correspondents, were still loitering in the corridor, and among them was the one whom he suspected of too intimate a knowledge of Morse.

Opening one of the loops with his key, and using the armature of his relay as a transmitter, the night operator began calling "S. D.," "S. D.," and signing "W.," which, to any one understanding telegraphy, but unable to see what he was doing, indicated that the Washington main office had a message for the State Department. The wire being open, the current passed only from relay to sounder, with no more connection with the wire itself than if the operator had merely tapped on the table with his finger tips. But the sound, as it

reached the corridor, was exactly the same as if the wire had been intact and "W." was really calling "S. D." After a moment or two the operator pretended to break the signals, and answered "I. I. S. D.," meaning that the operator at the State Department was ready to receive messages.

Then the Navy Department man got in his fine work by sending, or, rather, by pretending to send, a cablegram from Ambassador Hay to Secretary Day, announcing the fall of Manila.

The newspaper man in the corridor, who was also a telegrapher, took the bait without question and rushed off to the telegraph office to send the great news to his employers. With only the eight words of the fictitious cablegram as a basis, he built a story of nearly two columns. He told of the excitement that the news of Dewey's capture of Manila had caused among the officials in Washington, and described how the members of the Cabinet rushed to the Executive Mansion to confer with the President. He even furnished the opinions of "high officials" as to the manner in which Dewey had effected the capture.

It happened that the newspaper had a system by which it exchanged and sold news, and the wonderful story of the fall of Manila went, therefore, to all other newspapers connected with that system.

The real story of Dewey's capture of the Philippine city came over the wires two months later.

Help Yourselfs.

ONE important lesson that organized labor is unfortunately very slow to learn is that its power is derived primarily from itself, in the fact that it is organized labor or labor in an organized form. It is in this way that the emancipation of the toiler is being brought about by the toiler himself. Those who are hostile to unionism are wont to say, when industrial abuses are pointed out, that an enlightened public sentiment will bring about the changes that may be desirable, and yet, when pressed closely for an answer to the query as to what agency is to bring about this enlightenment of the public upon industrial questions, truth compels them to admit that the initial force rests in labor's

discontent, thus finding its effective expression through labor organizations.

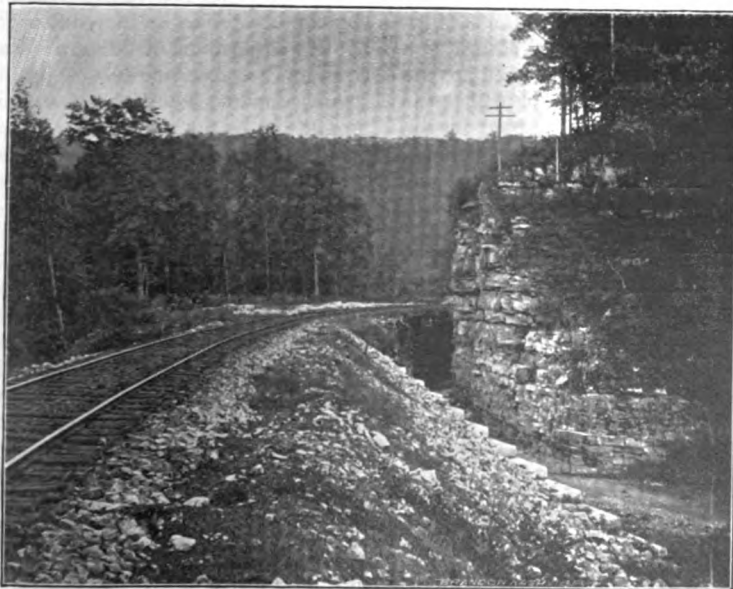
The vast upheaval of economic thought, at present noticeable throughout society, the constant discussion of subjects bearing upon socialism, taxism, nationalism, is attributable entirely and alone to the toiler who had a grievance and was determined to be heard, and, allying himself with others similarly oppressed and similarly hopeful of relief, demonstrated so clearly the power of many men with one mind that the "new conscience" became awakened and justice passed within range of the toilers' vision.

Legislation favorable to labor's interests followed, not so much because law-makers were impressed with the propriety and feasibility of the measures they advocated and adopted, as because labor, again through organized effort, had developed into formidable political power, whose good favor it was prudent to invite through ready acquiescence to its demands. It being easier to lean than to stand upright, it is not to be wondered at that organized labor should, in the course of time, come to lose somewhat the sturdy self-reliance that once characterized it, and yield to the blandishments of those whose interest is to keep labor weak in order that it may be more easily preyed

upon. Had labor a grievance, its own resources are not called upon for a remedy, but the professional politician is at hand to suggest legislation and a law is straightway framed. The grievance usually remains unadjusted, but there is a semblance of attention being given to it and labor is cajoled into silence.—*Bakers' Journal*.

Stead's Impressions of the Czar.

WHEN I set out on my quest I was told that the Emperor was weak physically and mentally. He was said to be the mere tool of "the wily Mouravieff" or the obedient puppet now of the Empress Dowager and then of the present Empress. He was a good-hearted young man, no doubt, but possessing neither the physical nor intellectual qualities to make a great sovereign. Even those who spoke kindly of him said that although he was well-meaning, he had no decision of character, and that he constantly allowed his own convictions and inclinations to be overshadowed by the authority of the ministers whom he inherited from his father. And, finally, I was always told not to think too much of the rescript, for the Emperor was not strong enough to bear up against the



MOUNTAIN SCENERY. Courtesy—N. C. & ST. L. RY.

of "Bab" appeared in hundreds of papers scattered all over the country. Everyone then wanted to know what she had to say. There was a frankness and a risqueness mingled in her writings that made a palatable newspaper dish for old and young. In the course of time that good man Edward Bok, of the Ladies' Own Journal, discovered her and converted her to the semi pious purposes of his family paper. Under his processes the seeds of the ultra worldly nature of the writer were crushed and the germ of a better journalism developed until she blossomed fit to perfume the bosom of the American family. Mrs. Mallon was one of the hardest working newspaper writers. She saw all things with her own eyes and experienced both the frivolities and sorrows of the world. She amused thousands of readers and instructed other thousands. Her life was one of earnest endeavor and cheerful words. — *Ex.*

The Woman Railroader.

THE woman agent is not a new departure in the express or railroad service. There are eighteen stations on the Baltimore & Ohio Railroad alone in charge of women. While they have proven efficient and faithful in their duties as station agents, telegraph operators, and clerks, no effort has been made to introduce them in any of the operating departments of the railroad service.

There is one branch of the transportation service, however, in which there has been of late a rather startling innovation namely, on the street railroads and trolley lines. A sort of epidemic seems to have broken out in the employment of women as conductors and motorors.

At Chillicothe, O., the experiment has been running along successfully for several months, and the superintendent has written an optimistic letter to the Electrical Engineer on the subject: "We could not see why women would not make as good conductors as men. They are proving themselves in every way competent and efficient. We are very particular in selecting them, and have no trouble in getting good applications, and a great many more than we are able to employ. It gives us a very clean

service, and we think that this will be a new field for the employment of ladies."

But, after all, these are not the pioneers in a new field. As a matter of fact, we are away behind the rest of the world in the employment of women in the railway service. England hires a few, while in France women as railroaders are common. Before she can get an appointment as ticket-seller, the French woman must pass an examination in reading, writing, and spelling. All the women in the service of the French railroads are the widows or daughters of employes. The hours of labor are from nine in the morning until five in the afternoon.

The Cleveland, O., *Citizen* says there are 10,000 women employed in that city in positions formerly occupied by men.

Eighty per cent. of the women sent to the St. Louis asylum last year were domestic servants. What a commentary on domestic slavery!

More than 500 women are employed in the iron mills of Pittsburg, Penn., at one-third the prices formerly paid men for the same work.

Miss Penman, a London girl, is superintendent in a London tramway company, and oversees the work of 500 conductors. She is the only woman in England to hold such a position.

There is only one woman admiral in the world, the Queen of Greece. She holds this rank in the Russian navy, an honorary appointment conferred upon her by the late czar, because her father held the rank of high admiral.

Texas is congratulating herself that she now has for the first time a woman railroad director. The woman is Mrs. M. A. Westbrook, of Hearne, Texas, and she is a director in the Hearne & Brazos Valley Line. It is said that she takes a lively interest in the affairs of the road and fulfills her duties as one of the directors with credit to herself and to the road with which she is identified.

Poetical

GOOD-NIGHT.

I.

Good-night! Now dwindle wan and low
The embers of the afterglow,
And slowly over leaf and lawn
Is twilight's dewy curtain drawn.
The slouching vixen leaves her lair,
And, prowling, sniffs the telltale air;
The frogs croak louder in the dyke,
And all the trees seem dark alike;
The bee is drowsing in the comb,
The sharded beetle hath gone home.
Good-night!

II.

Goodnight! The hawk is in his nest,
And the last rook has dropped to rest.
There is no hum, no chirp, no bleat,
No rustle in the meadow sweet;
The woodbine, somewhere out of sight,
Sweetens the loneliness of night;
The Sister Stars, that once were seven,
Mourn for their missing mate in Heaven.
The poppy's fair, frail petal's close,
The lily yet more languid grows,
And dewy-dreamy, droops the rose;
Good-night!

—*Alfred Austin.*

THE AGNOSTIC'S CREED.

From whence I come and whither go
My creed is this, I do not know;
Into this creed all others flow.

I am a flickering spark of mind;
Vast darkness is before, behind—
Darkness to me, for I am blind.

Lo! in a blade of grass there dwell
Dread mysteries I can not spell—
Higher than Heaven, deeper than Hell.

Things were, and are, and are to be;
I peer not into mystery,
And cry, made bold through fear, "I see!"

Things were, and are, and go their way,
Whether they govern or obey;
With them I go and can not stay.

"I do not know;" all thought sublime,
All prophecies of former time,
But hide this pearl in seas of slime,

And I, who neither fear nor trust,
Holding this creed because I must,
Shall not be mocked, alive or dust.

—*Boston Traveler.*

AN EXCEPTION.

I don't lean very hard on slang, 'cause talk that's
ready made
Don't seem to me the proper kind for simple folks
and staid.
But there's one remark which strikes me so expres-
sive-like an' strong
That I make it an exception. It's 'bout "jollyin'
folks along."

When discouragements are gatherin' an' your weary
footsteps flag;
When your heart is gettin' heavy an' your languid
spirits sag,
It's a help that's most amazin'; you feel young
ag'in an' strong,
When some happier fellow bein' stops to "jolly you
along."

It's like a dash o' rain across the field that's hot an'
dry;
It's like a flash o' sunshine through a dark an'
threatenin' sky,
Or a friendly voice from home that greets you 'mid
a stranger throng,
When you're played out an' some home feller stops
to "jolly you along."

Survival of the fittest—that's the rule of every
race,
But good stock'll sometimes falter in the fierceness
of the chase,
An' mebbe honest merit has been kep' from going
wrong
By some gentle soul that stopped a bit to "jolly
folks along."

—*Boston Journal.*

AT THE DOOR.

Oh, what care I for wealth or fame!
They vanish as a dream,
When night is drawn through gates of Dawn
On Slumber's ebbing stream!
Let others sing of Death and War,
Or Sorrow's tragic lore;
But Love has come and calls me home
To meet him at the door!

Oh, what care I to weave my Fate
On life's mysterious loom,
Its warp and woof from peace aloof—
The glitter and the gloom!
Let others sing of Death and War,
Or Sorrow's tragic lore;
But Love has come and calls me home
To meet him at the door!

Oh, what care I for clashing creeds,
 Or hostile schools of art,
 If I may wear through smile and tear
 The ermine of the heart!
 Let others sing of Death and War,
 Or Sorrow's tragic lore;
 But Love has come and calls me home
 To meet him at the door!

Oh, what care I for houseless winds,
 With rain and darkness blent,
 If through the blight on me may light
 The shy dove of content!
 Let others sing of Death and War,
 Or Sorrow's tragic lore;
 But Love has come and calls me home
 To meet him at the door!

—Harper's Bazar.

FOR THOSE WHO FAIL.

"All honor to him who shall win the prize,"
 The world has cried for a thousand years;
 But to him who tries, and falls and dies,
 I give great honor and glory and tears.

Give glory and honor and pitiful tears
 To all who fail in their deeds sublime,
 Their ghosts are many in the van of years,
 They were born in Time in advance of Time.

Oh, great is the hero who wins a name,
 But greater, many and many a time,
 Some pale-faced fellow who dies in shame,
 And lets God finish the thought sublime.

And great is the man with sword undrawn,
 And good is the man who refrains from wine;
 But the man who fails and yet still fights on,
 Lo! he is the twin-born brother of mine.

—Joaquin Miller.

AT THE PARTING OF THE WAYS.

"Go forth in thy turn," said the Lord of the years
 to the year we greet today.

"Go forth to succor my people, who are thronging
 the world's highway.

"Carry them' health and comfort, carry them joy
 and light,
 The grace of the eager dawning, the ease of the
 restful night.

"Take them the flying snowflake, and the hope of
 the hastening spring.
 The gleam of the leaf unrolling, the gleam of the
 bluebird's wing.

"Give them the gladness of children, the strength
 of sinew and nerve,
 The pluck of the man in battle who may fall, but
 will never swerve.

"Send them the lift of the singer, the sword that is
 swift to smite
 In the headlong rush of the onset, when the wrong
 resists the right.

"Pour on them peace that crowneth hosts which
 have bravely striven.
 Over them throw the mantle they wear who are
 God forgiven.

"Shrive them of sin and of blunders. Oh, make my
 people free!
 Let this year among years be thought of as a time
 of jubilee.

"Throbbing with notes triumphant, waving with
 banners fair,
 A year of the grace of the Highest to vanquish
 human despair.

"For sorrow and sighing send them, O year, the
 dance of mirth,
 And banish the moan and the crying from the strug-
 gling, orphaned earth.

"Go forth in thy turn, O blithe new year," said the
 Lord of the passing days,
 And the angels in Heaven heard Him and lifted a
 psalm of praise.

—Margaret E. Sangster in Harper's Bazar.

GIVE US MEN.

Give us men!
 Men — from every rank;
 Fresh and free, and frank;
 Men of thought and reading,
 Men of light and leading,
 Men of royal breeding,
 Men of faith and not of faction,
 Men of lofty aim and action;
 Give us men — I say again,
 Give us men!

Give us men!
 Strong and stalwart ones;
 Men whom highest hope inspires,
 Men whom purest honor fires,
 Men who trample self beneath them,
 Men who make their country wreath them
 As her noble sons,
 Worthy of their sires!
 Men who never shame their mothers,
 Men who never fail their brothers,
 True, however false are others;
 Give us men — I say again,
 Give us men!

Give us men!
 Men, who, when the tempest gathers,
 Grasp the standard of the fathers
 In the thickest fight;
 Men who strive for home and altar
 (Let the coward cringe and falter)
 God defend the right!
 True as truth, though lorn and lonely,
 Tender — as the brave are only;
 Men who tread where saints have trod,
 Men for country and for God;
 Give us men I say again,
 Give us men!

—Bishop of Exeter.

FACE-TIOUS

Heard in Omaha.

"You Eastern people are so unneighborly! My aunt lived seven years in New York, and when she died they had to get in district messenger boys for pallbearers."

Blue Penciled.

Guest. — How is it that most of the things on your bill of fare are stricken out?

Waiter (confidingly.) — Our manager used to be an editor. — *Fliegende Blätter*.

Making Fritters of Americanese.

John. — What kind of a noise annoys an oyster?

Henry. — If any kind of a noise annoys an oyster, surely it must be a noisy noise.

Hot Things!

"How did the fire start?" "In the haberdasher's store. The theory of the insurance companies is that one of the new fall neckties and a pair of golf stockings got crossed." — *Chicago Tribune*.

Too Particular.

"No, sir; its too shady. I can't afford to touch the thing. I must remind you that I have a reputation, and I value it."

"You were always particular about little things." — *N. Y. Truth*.

Temperance Fuel.

"Dey is a mighty good temperance sermon in a freight train," says Uncle Mose. "No matter how much de cars dey gets loaded, de ingine what does de work gets along strictly on water."

Getting Along.

First Passenger. — Would you be good enough to lend me your spectacles a moment?

Second Passenger. — Certainly, sir; with pleasure.

First Passenger. — Oh, thanks! Now, as you can no longer read your newspaper, will you have the kindness to pass it to me?

A Discouraging Outlook.

"That boy next door who is learning to play the cornet looks consumptive."

"Yes, but you musn't count too much on that. The average age of musicians is said to be sixty-seven years." — *Cleveland Plain Dealer*.

Unamiable.

"What a precocious child that boy of Trivvins' is!" exclaimed the cross-grained citizen.

"Why, it sits for hours without saying a word."

"I know it. That's more than it's father can do." — *Washington Star*.

Wiggling Out of It.

"Brother Brown, don't you know it is a sin to fish on the Sabbath?"

"I allow it is some, but ev'ybody else round here does the same."

"That is no excuse."

"M — no, but it's got the fish into the habit of bitin' on that day only." — *Cincinnati Enquirer*.

Another Story.

Many amusing stories are being told of the recruits in service. The New Orleans *Times-Democrat* tells one of a German in the naval reserve, who was walking his post and calling the hours as required.

He called, "Seven bells and all's vell." The next call, however, was a variation. It was:

"Eight bells, and all is not vell; I have droppit my musket oferboard."

Not Too Well Done.

There is a happy mean in everything. It is said that a shrewd old lady heard her married daughter say:

"If my husband doesn't do such and such a thing, he'll find himself in hot water."

"My child," said the old lady, "a man is like an egg. Kept in hot water a little while he may boil soft; but keep him there too long, and he hardens."

What Ailed Her.

Effective speech is not confined to great orators and poets.

Old Nancy Doane was talking about another old woman in the neighborhood, and she said:

"I never see her beat! She'll lop down in a cheer, an' there she'll set an' set an' set, doin' absolutely nothin' fer hours an' hours day after day! 'Pon my soul, I sh'd think she'd mildew!"—*Harper's Bazar*.

Negotiating a Loan.

"Most resourceful man I ever knew."

"In what way?"

"Well, he wants to borrow a five or a ten once in a while, and, as he is slow pay, although fairly certain, it got to be something of a nuisance, and I got in the habit of telling him I didn't have any more spare cash in my pocket. It worked all right at first, but just as I began to think everything was lovely, he walked in one day and said:

"Say, old man, I want to send a little money away in a letter. Give me a check for ten for this ten dollar bill."

"Of course, I drew the check and handed it to him, but just as I was about to put his ten dollar bill in my pocket, he suddenly exclaimed:

"By the way, old man, that leaves me strapped. Loan me ten dollars, will you?"

"Yes, sir. When it comes to resourceful men, I'll back him against the world."—*Chicago Post*.

No Business of Hers.

An interesting dialogue between a woman and a railway conductor in which the woman got the best of it is reported by the *Philadelphia Press*:

"I shall have to ask you for a ticket for that boy, ma'am."

"I guess not."

"He's too old to travel free. He occupies a whole seat, and the car's crowded. There are people standing."

"That's all right."

"I haven't time to argue the matter, ma'am. You'll have to pay for that boy."

"I've never paid for him yet, and I'm not going to begin to do it now."

"You've got to begin to do it sometime. If you haven't had to put up any fare for

him, you're mighty lucky, or else you don't do much traveling."

"That's all right."

"You'll pay for that boy, ma'am, or I'll stop the train and put him off."

"That's all right. You put him off if you think that's the way to get anything out of me."

"You ought to know what the rules of this road are, ma'am. How old is that boy?"

"I don't know. I never saw him before. If you want a ticket for him, you'd better ask that old gentleman down the aisle. He got on with him."

He Rescinded the Order.

While he was Secretary of the Navy, William E. Chandler issued an order that officers would not permit their wives to reside at foreign stations, to which their husbands were accredited. The order was promptly rescinded when the Secretary received the following from Commodore Fytte, in command of the Asiatic squadron: "It becomes my painful duty to report that my wife, Eliza Fytte, has, in disobedience to my orders, and in face of regulation of the department, taken up her residence on the station and persistently refuses to leave."

A Good Retort.

Out in Indiana, a good many years ago, a certain old lady summoned as a witness, came into court wearing a large poke bonnet, such as was then much affected by rural folks. Her answers to the questions put to her being rather indistinct, the court requested her to speak louder, though without much success.

"The court cannot hear a word you say, my good woman," said the judge. "Please take off that huge bonnet of yours."

"Sir," she said, composedly and distinctly enough this time, "the court has a perfect right to bid a gentleman take off his hat, but it has no right to make a lady remove her bonnet."

"Madam," replied the judge, "you seem so well acquainted with the law that I think you had better come up and take a seat with us on the bench."

"I thank your honor kindly," she responded, dropping a low courtesy to the court, "but there are old women enough there already."—*Law Notes*.

Our Correspondents

Labor Unions and Modern Nations.

JOSE GROS.

HUMANITY, in large groups, seems to be constantly swayed by waves of thought, the rationality of which few men attempt to take cognizance of. The greater our inter-communication with each other, personal or through newspaper reading, the more intense our social and industrial life becomes; the more rapidly we assimilate each others perceptions, when concepts are fixed in the mind as if they corresponded to irrevocable facts resting on absolute truth. All our individuality is then lost and merged in the consensus of the circle of people and influences where our lot is cast. Such a tendency may bring great delight to our friends, the socialists; but, are we sure that it is a healthy tendency? Can society develop rightly at the expense of the individual, any more than the individual at the expense of society? Can we afford to assimilate thoughts before the mind has had time to sift them, to look at them from different points around the circle? Besides, is it not good that each one of us should expend a little time with himself alone, every now and then? Just as muscle grows with use, so it is the case with thought power. The wiser we get the more time we need for meditation with ourselves, if we don't wish to run the risk of our minds being submerged by the indigested thoughts of the crowd above and the crowd below, the latter influenced by the former.

In order to illustrate how imperceptibly we can drop into lower levels of what is due to each other in social life, let us refer to certain impressions which remain vivid in our mind. About forty years ago the writer was already a full-grown man, with considerable powers of observation, no doubt inherited from a very thoughtful father, who, for long and long years, had become the adviser of numerous people more or less intimate with him. Well, forty years ago

the respectable and well-to-do classes of our nation, in the midst of which we lived, and live yet, had no patience with the European nations, because of the social evils they were developing, and which did not yet exist here only in rather imperceptible forms.

And what happens today among the same well-to-do classes, surrounded as they are with well pronounced evidences of the social drawbacks we have developed? We don't lack now a single one of the evils in the old nations forty years ago and in the old nations today. Some of those evils are at least as intense with us as in any of the European nations, and it would be extremely difficult to mention a single one which is much less prominent here than anywhere else. What do they say to that, the cream of our nation? They say mighty little. They don't even seem to have noticed that there is anything wrong among ourselves. To all practical purposes they think, feel and act as if all our rising social deformities were the inevitable concomitants of — of what? — of progress, civilization, evolution, or anything else under Heaven, except blunders, in human legislation. As for the idea of a possible remedy within our reach — why! that is preposterous. It is all the fault of the other fellow. It is all because of the stupidity of those who suffer. It is never because of the selfishness of those who prosper. Their own prosperity alone proves that everything is about right. Why not?

Are we unjust in the analysis of the situation? Listen to the impressions produced among most people when the tramp evil is suggested, or we need to refer to the individual tramp as possibly a child of God, if not one of our brethren in the Lord. The blood of the writer rises to the boiling point when we notice the almost universal heartlessness with which the poor tramp is handled by nine-tenths of the ladies and gentlemen, from those with large incomes down to the miserable figure of \$1,000, or

even considerably less. It has become positively fashionable to despise the tramp, so that hardly anybody dares to stand by him.

One of the dictums among European thinkers fifty years ago, was -- the despotism of public opinion in the United States. That despotism is a fact, perhaps more deeply entrenched in the fibres of the nation today than ever before. Like everything else, evils must grow or perish. Imagine, for a moment, that we should not be cursed with the tramp evil, and should hear of it as something that had only come up in other nations as yet. How we would raise our hands and wonder that God did not send His thunder and lightning to destroy those wicked nations! But that evil being now indigenous with us, like that of woman and child labor, and many others against which we used to go into fits, when we were not yet able to imitate the wicked European nations along such lines; now we consider the same evils as signs of progress, and civilization, and a grander Christianity than ever.

The above is illustrated by what has happened to us in the last six months. For about 120 years we had been making faces at, and calling hard names at, all the nations across the ocean, because of that miserable modern deformity of militarism. Now, that we have been able to successfully play the soldier with the most insignificant nation on earth, because the last war was nothing but a military parade, as a matter of fact, now we are all in for militarism. Don't you see that that is what our plutocracy wants? And if we, the sovereign people, can play second fiddle to our plutocrats, we do feel, then, as if we had accomplished a great deal. Some honorable exceptions we can count upon, but not important enough to alter the march of events. Wealth and power have such a magnetism for most of us, that we can afford to live and die in poverty if only somebody else is powerful and wealthy enough so that we, at the bottom, may shine with the reflected light of those on top.

We have spoken of the almost universal indifference towards the tramp evil. Could that exist, if we, as a nation, gave to all our citizens the plain, common right of access to land on principles of equal justice and equal rights? That evil, and all the others

that afflict us, would melt away like glaciers under tropical solar rays, if we had manhood enough to suppress, root and branch, that cardinal iniquity of monopoly in natural resources, which has always converted the nations of the earth into fragments of those infernal regions with which the theologians have always tried to frighten humanity into submission to our social blunders. But, whose blunders? Those, from men high up after human standards, the very ones who manipulate the law-making power of nations, the ones who, through pulpit and press, have ever bent their efforts, with few exceptions, to educate humanity into first-class fatalisms and sentimentalities compatible with a selfish morality and at war with all ethical conceptions.

Naturally enough, all spirit of real brotherhood becomes a sham, and, if we want some remnants of that last real brotherhood, we must look for them among our labor associations. Let them hold their banner high up. Our labor associations are the only hope of modern nations!

The Sunday Question.

Sunday work has been discussed in the past two numbers of our official organ, and I think it is a subject very much in order. Although some correspondents go beyond the bounds of reason, such as "demanding a six weeks' vacation annually, with full pay," as if any reasonable man would have the audacity to approach his employer with such a request. I have no doubt that we would all enjoy it, but railroad companies are not in business for fun, so we must look at the question in a philosophical manner.

The best way of abolishing an evil is the removal of the cause thereof, or your reformation is ineffective; for as long as the demand exists the supply will also exist, and this is the cause of most existing evils.

There is no more necessity for Sunday traffic on a railroad than there is in any other business, and as long as railroad companies have a demand for Sunday traffic, and there is no law to prevent it, they will keep up the supply. Who is it that creates this demand? Do not our clergymen and law-makers contribute their share by patronizing Sunday trains, and at the same time stand in their pulpits and legislative halls

and cry, "The sanctity of God's holy Sabbath must be maintained; that it was ordained as a day of rest, and must be kept as such."

The following clipping was taken from the *New York Herald*, of December 23, 1898:

The hundreds of commuters of the Morris and Essex division, who have been cut off without Sunday trains, say they have submitted to many inconveniences such as do not exist on other railroads, and have been eagerly watching for news on the subject of improved train service and hoping that in future passengers will receive as much consideration as coal trains.

However, the opinion has got around among the friends of some of the directors that the Lackawanna will soon fall into the system of the other local railroads in introducing Sunday trains to meet the public demand. In fact, it was said that some Sunday trains were likely to be put on even if Mr. Sloan remains.

This will show at a glance why railroad companies are so persistent in keeping their employes at work seven days in the week to supply this demand. The majority of these people who are the most enthusiastic in this demand, I have no doubt are church members, who would feel highly mortified to see the door of a saloon or grocery wide open at the same time. They little think that they are contributing their share toward taking away the railroad man's Sabbath every time they ride on a Sunday train. Some of them hide behind the plea that "it is a necessity because Sunday is the only day a working man has," (railroad men excepted). If this be the case, a workingman can do no better than spend his Sunday at home with his family, and take his rest, so that he will again be fitted to take up his task on Monday morning, and also cheer his family with his presence on the Sabbath, or go somewhere where he will not compel his fellowman to lose his rest for another's enjoyment.

In some States laws have been passed to "suspend all Sunday traffic," ("train service included"). Agitators made the same cry, that they were a necessity, and that they were taking away the workingman's Sabbath, but they soon became accustomed to the new order of things and the railroads are none the worse off for it.

The total prohibition of Sunday work can only be brought about through our Legislatures, or partially by having it specified

when new schedules are made that telegraphers will be relieved of all Sunday work, except in such places as are designated by the company as Sunday offices and at the regular rate of pay for overtime. At other offices passengers could procure their tickets on Saturday or pay fare on the train.

Railroad men need rest the same as any other class, and I am sure that the majority would willingly waive such overtime as they could make on Sunday in favor of having this needful rest.

JOHANNES.

Camp. George H. Thomas, Chickamauga Park, Ga.

Editor Telegrapher:—

I have noticed from time to time, in *THE TELEGRAPHER* and other publications, articles written by telegraphers who enlisted in the Signal Corps branch of the army, and to the casual reader, who only reads, does not stop to consider, one would think from the strain in which most of these articles were written, that the Government had gone into the "gold brick" business on a huge scale, with telegraphers especially in view as prospective victims, when recruiting for that particular class of soldiers; for a signal service operator is just as much of a soldier as the "high private in the rear ranks" who shoulders his musket and blanket roll and does his ten mile practice march on three hard tacks and a third of a can of salmon in a burning July or August sun. From the tone of most of these articles it must seem they expected Uncle Sam to furnish them all the luxuries of life, a good salary, and a snap job thrown in, when they enlisted; but after being mustered in, they finding that as soldiers they had their part of soldiers' duties to perform, that Uncle Sam would not clothe, nurse, feed, and pay them, just to sit around and look pretty, while waiting for the aforesaid snap job to claim them for its own, they are real mad, because Uncle Sam let them buy this "gold brick." Now if he had compelled them to do this, then it seems to me there would be some cause for remonstrance.

For my part, I presume I had just about the same vague notions of loyalty to my country, deeds of valor and the resultant notoriety in the press that most of them

had after having read of Dewey and Hobson and the cable cutting feat, but—when I left my job with the U. P. to enter the signal corps, and reached Washington and entered upon the preparatory work of making soldiers out of a lot of raw recruits, and while doing so called “fatigue and police duty” between hours of “foot drills,” “flag drills,” “heliograph,” “manual of arms,” and the Lord knows how many other kinds of drills, said duty being to scrub floors, carry coal, saw wood, clean streets, clean stables, curry horses, wash dishes, etc., I looked the situation squarely in the face and decided that as I had no one but myself to blame, I had no kick coming, and to grumble about it would not help matters.

While it is true that the salary in the signal service is small as compared to that most of us are in the habit of receiving as telegraphers, still I must say that I have seen only a small portion of the corps, who, when pay day came around would have \$20.40 left and their board and all other bills paid, and again, there is no lost time. Suppose you go to the hospital or are sick in quarters, Uncle Sam don't dock your pay, or if you happen to turn up a few minutes late some morning after a night with “the boys” the chief don't tell you “your chair is filled.”

Would it not look more like soldiers to accept the situation as you found it, since you accepted it unhesitatingly, and go to work earnestly to win promotion and incidentally a little better salary?

It looks like nonsense to me to hear some telegraphers say “The Government will have a hard time to get men, should there be another call for telegraphers.” Do they never think the draft would get them, if it were necessary? And it seems they place the responsibility for their “grievances” and low salary with the Chief Signal Officer, as though he or the President, even, were to blame.

Admitting the pay is not what it should be, the way to better it, I should think would be to make the kick where it will do the most good, viz. to our Representatives and Senators.

In the re-organization of the signal corps, soon to take place, will be places for 600 privates at \$17.00 per month, and yet not-

withstanding all the complaints I have heard and read about, I venture to assert that these places will easily be filled, for the life of a soldier in times of peace is a pleasant one as compared with some of ours, who have put in from sixteen to eighteen hours per day in some little country railroad office with its various trials and tribulations known only to the initiated, and still others of us who have kicked our heels for days, even weeks, on the block, and incidentally kicked ourselves for spending all our last summer's wages.

That there are just as brave men in the signal corps as any branch of the service is not to be disputed. Gen. Greely in his Order No. 13, which is partially quoted in the October number of *THE TELEGRAPHER*, tells further of the gallant service of the signal corps, and also tells the boys in the line what their Chief thinks of them as soldiers.

All we need is proper representation and such deeds and the telegrapher's true place in the army will not remain unrecognized for long. To those of the service who cannot accept these few lines in the spirit in which they are intended, I will extend my sincere sympathy. I have been there before.

“SERGEANT,”

• Union Pacific Div. 6.

From Michigan.

What has seemed to me very peculiar, and something which I can not understand, is that telegraphers, in many quarters of our country, will stand idly by and permit the corporations to grind them down to the very point of mere existence; and this, without a word of protest. Allow themselves to be imposed upon in every conceivable manner, and, as a reward for their already too long hours of labor, under these slave-like conditions, many of them are experiencing what is known as “the sliding scale” of wages, which is ever on the downward slide.

And where is it, that we find these conditions? It is where the telegraphers have not taken kindly to organization. Where the operators are properly organized, the O. R. T. has always protected them, and I feel sure it always will.

To my personal knowledge, operators will squander ten times the cost of membership,

and at the same time be very skeptical about investing in an insurance policy and become members of our Order, and protect their loved ones in time of death.

The Order will better their condition, shorten hours, and increase wages, thereby making life worth living, and give them a chance to spend a few hours with their families.

Others say their financial condition will not allow them to join. They certainly will never be in a better condition, for they are becoming poorer and poorer every year, under the sliding scale in operation on many of our roads.

Just a few days ago I overheard the following questions asked of an agent. I also give answers:

"What hours do you work?"

"From 6:00 a. m. until 9:30 p. m., every day, and some days until twelve o'clock midnight."

"Do you handle freight?"

"Yes."

"Baggage?"

"Yes."

"Mail?"

"Yes."

"Express?"

"Yes."

"Do everything about a railroad station?"

"Yes."

"Are you exempt from Sunday work?"

"No."

"What is your salary?"

"\$35 per month."

Think of it. Work about a station 365 days of fifteen to eighteen hours per day, for the above sum. It is certain this man enjoys no luxuries. There are many others in these same circumstances, and if this should come before them, I ask if there is not work for a Humane Society in their vicinity.

Many of them are largely to blame for their condition, from the wholesale teaching of students, for when these arrive at the stage where, in their minds, they are operators, they take the professors position, as a matter of gratitude.

Throw the students out. This alone, on the part of all operators and agents, would insure them a more liberal remuneration before two years had elapsed.

The telegraphers of today have what a

book-maker would class as a "cinch" on the telegraph world. They are in a position to have any reasonable demand granted, if we could for a moment, convince them of the necessity of organization.

There are cases where organization does not effect an immediate benefit, but telegraphers have no one but themselves responsible for this. They do not properly organize, and if they pay dues for a few months, become disgusted at the most critical period; consequently, all is lost. "Rome was not built in a day," nor can organization benefit telegraphers in one or a few months.

Shakespeare once said: "Life is a tide, which if taken at its flood, ends in fortune." The telegraphers' tide is now at its highest flood, and while we may not make our fortune, we can improve our condition considerably, all along the line. But we must improve each shining hour and adopt "forward" as our motto.

Yours in S. O. and D.,

"VEE EN," DIV. 39.

Cleveland, Ohio.

Editor Telegrapher:

With your permission I would like to talk to the telegraphers throughout the country about the protection gained through membership in the O. R. T.

One of the clauses in our schedule on the Erie Railroad says that, "No operator shall be discharged without cause," and "that he can demand an investigation, etc., etc., if he believes he has been unjustly dealt with." Now I think this one clause is worth more to the telegraphers than all the money they pay out for dues, assessments, etc. This clause means to the telegraphers that as long as they attend strictly to business, they will have employment.

A great many telegraphers do not seem to realize just how important this is to them, and I will endeavor, by comparison, to show them what I mean.

In the Cleveland freight office of the Erie Railroad, where I am employed as an operator, there are about thirty clerks employed by the agent, and receiving salaries of from fifty dollars to one hundred dollars per month. While these clerks have short hours (working eight and one-half hours per day) and receive fair salaries, yet I would not ex-

change situations with any one of them, even though I am receiving only fifty dollars per month, and do enough work for one clerk besides the telegraphing, and am classed with the lowest paid clerks, and for this reason: These clerks can be discharged without a moment's notice or without any reason whatever being given.

Some might say, that if he was one of these clerks and was discharged without reason, he would protest to the superintendent. Suppose he does protest and is reinstated; how long can he hold his position? Would not the agent and the chief clerk make it so unpleasant for him that he would be obliged to resign his position in a short time? I think so. If the clerks were organized for their own protection, this kind of work would not be attempted—and the same rule applies to the telegraphers with equal force.

The more members we have, the more protection we receive. If every railroad telegrapher was a member of the O. R. T., could we not secure more benefits with greater ease for ourselves? Of course we could.

There is no question about this, but still the operators cannot see their way clear, without a lot of soft soap and coaxing, to join an organization like the O. R. T. that is already securing benefits for its members all over the country.

One would think that some of the members had a personal interest in the Order, from the way they go for the non-members, etc.; and so they have. They are paying their dues into the Order, year after year, and know that every member secured is one more added to our rapidly growing organization, and they are looking ahead to securing more benefits through the Order in the near future. Let us suppose that the entire membership were to drop out on January 1st, and that each one waited for someone else to come around and coax him to come back into the Order, and there being no members nor anyone to do the "coaxing act," how long would it take for the O. R. T. to die out?

Let all operators join the O. R. T., and pay their dues promptly as they become due, and take a personal interest in what belongs to them, *their* organization, and see if we cannot place the Order and ourselves where we rightfully belong.

We all have a fair education and can very easily do something for ourselves if we all work together. That is the whole secret: *Co-operation.*

Let us then all work together, brothers, and see what we can do for the telegraphers and the O. R. T. in 1899.

Yours in S. O. and D.

V. J. BEAUMONT.

Representatives.

Editor Telegrapher:

Section 2 of the Constitution provides for the formation of the Grand Division, but one important matter is left out, and that is, no provision is made for continuing the representative after the closing of the session of the Grand Division for which he has been elected. He is elected some five months before the Convention and lives as the representative, but at the close of the session his representative life ends; at least that is the impression left by the law; hence, the question naturally arises that if an extra, or special, session of the Grand Division was to be called, would the last elected representatives be the ones to attend the session, or must new ones be elected? Then come debate and confusion in the Locals, and finally an appeal to the Grand Chief for a decision or interpretation, and then that which naturally follows—dissension and dissatisfaction. It is human, we cannot help it, although our trend should ever be to cultivate an angelic disposition and with good grace submit to authority. Our law is the authority which we look to and delight in. We know that they are not the will of one man, but the will of a body of men, and hence we have satisfaction and comfort when we can read clearly and definitely what the law means to express. The American spirit is an independent one, and it is distasteful to be continually tagging after some one to tell us how they think things should be done. Still, some may think that such matters are small affairs and do not merit attention. But an acorn will grow to a sturdy oak; a grain of wheat will raise a stalk into the air many fold its own height, and reproduce itself enough times to sow a diminutive wheat field. And once again: the point of a needle piercing the eye will destroy the sight.

Never despise little things. It is the little things which make the big things. It is the insignificant which causes the momentous.

"Little drops of water, little grains of sand,
Make the mighty ocean and the beauteous land."

A two-cent postage stamp is insignificant, and the man might be considered penurious who would try to save it, but put many of them together and they mount up surprisingly. Count that together with typewriter ribbons and the valuable time of secretaries and the precious time of Grand Officers and we have some idea of the immense cost and useless expenditure in asking and answering questions, not only once, but year after year in matters which could be easily and readily, and should be rightfully, covered by law.

Corporations never die, that is the reason why railroads do not stop when some official passes away who had lived with an idea that the railroad could not do without him.

The O. R. T. is like a corporation, and its continued existence does not depend upon the life or membership of any single man in it. Assuming that it is the sense of the Constitution that a representativeship ceases to exist after the regular session of the Grand Division for which he was elected, the grand body practically goes out of existence and we are simply single Divisions of the Order. But that the body should always exist is certainly the spirit of the Constitution we learn from section 7. "The Grand Division is the source of all true and legitimate authority in the Order wheresoever established. It possesses original and exclusive jurisdiction and power." A stream is not perpetuated when its source is dried up. In theory the Order does not exist when there is no Grand Division. The Grand Division never ceases to exist. It closes its sessions. It cannot adjourn. Then to dispel doubt and answer a perpetual question the Constitution should state that representatives are elected to serve for two years.

It may appear to some that there is a good deal of theory in this, and on that account all unnecessary. Yes! Theory may be scattered to the winds, but it is a very useful article when we want to catch fish. A man who has no time for theory is a man without ideas, and a man without ideas is

unsystematic and unmethodical; hence, unsuccessful in all he undertakes. But, of course, there are theories wrought from the imagination which have no practical utility, and there are systematic and methodical persons who are painfully so.

Correct theory is the groundwork of every superstructure built to defy the ravages of time; and when we build we want to build for everlasting, for if our life is to be worn out by doing day after day and over and over again the thing that might be done once for all we shall make no progress and will never taste of the advantages which nature has certainly stored up in the womb of time for the exploitation and the enjoyment of the human race.

But to further theorize on the continuance of the representative. While the representative is continued the grand body is perpetually represented in the subordinate body, and the subordinate is in touch with the grand. The representative, if he truly represents, looks after the interests of the grand body in the subordinate, and vice versa. In other words he is the lawyer of the subordinate body, and to some extent the policeman of the grand body in that he sees that the laws of the grand body are kept in force. In this theoretic link between the grand and the subordinate body we recognize the legal fiction that "Corporations never die," which has been expressed by saying that "Corporations have no soul," which again in turn has been used to mean that "Corporations have no conscience."

S'CAT.

Sunday Labor.

The articles on "Sunday Labor," written by "Potlic" and Jernigan in the December issue, greatly interested me. I am one of many who toil every day—seven days in the week, thirty-one days in the month, and three hundred and sixty-five days in the year—Sundays, holidays, Thanksgiving, Christmas and New Year's; they all look alike to me.

Brothers and sisters, you all know how it is. While the railroad man, the engineer, conductor, brakeman and operator toil harder on Sunday, perhaps, than on any other day, our fellow-citizens attend their respective places of worship in the morning,

take a drive in the afternoon, and, in short, make it a day of worship, rest and recreation. We do not envy them this; we only wish we were also so fortunate.

What is our remedy? I do not know, but think it is agitation — tireless agitation — of this old, and yet new, Sunday labor question. Let every one who reads this say a word to someone else in behalf of this cause. Bring it to the minds of our merchants, farmers and mechanics, and, finally, to our legislature.

There is not a single argument against it. It is God's Divine law to "keep holy the Sabbath day," the laws of men and the laws of nations. Some may say, we do not believe in a God, or in keeping the Sabbath; but they cannot deny that we need a day of rest.

How bright and cheerful the man feels on Monday morning who has spent Sunday as he should. He goes to work with new energy and vim, and knows he will be able to battle with his week's work, and can look forward to his next Saturday night with pleasure, and his work does not become the monotonous drudgery that we now have. On the contrary, he does his work with a will and with pleasure. He is benefitted by his Sunday rest, as is also his employer. He gives his employer better service, and does it cheerfully. If we had less Sunday work, there would be less ill-will toward employers, less dissatisfaction, less profanity; it would make better men and women and happier homes.

Some say, "We cannot stop the mails on Sundays." If this is your plea, just stop for a moment and think how your fathers and grandfathers ever got along without a Sunday mail? They were content with one or two mails a week, and it had to come for miles over the prairies on a pony's back, or behind an ox team.

We need a radical change; still we would be contented with only some slight changes in our favor for the present, and as the public mind became educated to our wants, we think there would be a complete change from the present state of things.

Every agent and official ought to discourage Sunday shipments. Still, we know of some who are every ready and willing to sacrifice this day of rest by soliciting and getting shipments for Sunday.

It is their duty to get all the business they can for the company they represent, but we do not believe that any company is urging its agents to desecrate the Sabbath day; therefore I say to these agents, "Discourage Sunday traffic."

The public is to blame. But we must try and educate the public mind that railroad men are human, and also want a day of rest. Then, and not until then, may we expect relief.

CERT. 475, Div. 23.

From Montana.

Editor Telegrapher:

The ideas and contemplated changes in the Constitution, as set forth in "Pike's Peak's" letter in October issue are, in my estimation, too absurd for discussion, and I reach across the continent to shake hands with "The Traveler," of Virginia, who probably expressed seven-eighths of the boys' feelings on the subject. The Order of Railroad Telegraphers was organized, as I understand it, for the advancement and betterment of all railroad telegraphers, and not as a missionary society, and the sooner the most of us realize that fact the better it will be for the Order.

If these annual-constitution-change howlers would devote a little more of their surplus energy to getting after non-members who are competent operators, and get them to join the Order, and do less theorizing over who should and who should not belong, the sooner the Order would be in a position to extend a helping hand to others.

As it is, I think we have about all we can do to rustle for the genuine article. One of them speaks of Rome decaying after a failure to find other worlds to conquer. Better post up on history, old man, as I think that would be far better employment than dreaming over the theories that you advance.

Rome fell through her corruptness, and not from lack of worlds to conquer. Besides, what's that to do with the O. R. T.?

The Order of Railroad Telegraphers has a mighty lot to conquer, or I am traveling under a very erroneous impression.

How many O. R. T. men are there in good standing? How many Railroad Telegraphers are there in the country? I am not thoroughly posted on these statistics, but if

the difference was known it would surprise a lot of us, or I miss my guess. Go through the South; take the far East, and even the Middle States, on the smaller roads, and you will find hundreds of telegraphers working for the magnificent salary of twenty-five to thirty dollars per month.

Why? No organization. They are telegraphers of fair ability, and perfectly competent to handle one-half of the railroad telegraph positions in the country.

I say, get after this class of men, and devote all our energies towards getting them into the Order, and less in writing a lot of nonsense about constitutional changes, and who shall and who shall not belong.

DEAK.

Substitute for a Medical Battery.

A fair substitute for a medical battery may be arranged very easily (providing you have a spare set of instruments) as follows:

Detach the main wire from the relay: attach a piece of wire to one of the local posts on relay and connect the other end of the wire to one of the main line binding posts; now do the same to the two remaining posts. Do not disturb the sounder. Next, procure some metallic articles for electrodes or handles and attach one to each of the main line binding posts, turn down relay spring until armature buzzes and let the section boss grab the "handles." You will be surprised to see what a warm time can be had with this arrangement. H. C. O.

The Difference.

We have been asked why a sounder of four or five ohms resistance will not work on a main line circuit having an initial voltage perhaps a hundred times as great as the ordinary local battery.

To those familiar with electrical matters this will sound very simple, but as there are hundreds in our ranks who have never investigated it we will endeavor to explain.

The ordinary sounder is wound with such coarse wire that the main line battery, already weakened by passing through numerous relays, does not make enough turns around the cores to magnetize them sufficiently to attract the armature, hence we must resort to the relay on account of its greater sensitiveness.

By way of illustration connect a relay in local circuit with a sounder. We find we have plenty of current to operate the relay, but the sounder does not respond on account of the weakness of current brought about by the introduction of the additional 150 ohms resistance.

H. C. OSTRANDER.

From the Buck Eye State.

Editor Telegrapher:

Hoping that I may open some Telegraphers' eyes to the necessity and importance of joining the O. R. T., I beg to offer the following:

What we could do if ninety-nine per cent. of the railroad telegraphers were members of the O. R. T.!

We could receive a \$60 minimum salary, we could have a ten hour work day in way offices and an eight hour day in the busier offices; we could have at least two Sundays off each month without loss of pay; we could receive monthly passes the same as other employes of the transportation department; we could devote our time exclusively to our own work, viz: telegraphing; we could either receive a commission for doing Western Union business or not handle it; we could receive extra pay for doing clerical work in addition to telegraphing or let the clerks do their own work; we could enjoy at least two weeks' vacation each year without loss of pay; we could see that each telegrapher did only one man's work; we could see that telegraph offices and towers were properly ventilated and sanitary conditions good; we could adjust all grievances without difficulty; in fact we could make life worth living for all telegraphers, levermen and linemen.

What we are doing!

We are receiving minimum salaries of from \$25 to \$45; we work twelve to fourteen hours each day, seven days each week and 365 days a year; we are obliged to use mileage books on a great many roads when we wish to travel from one station to another to and from work; we are obliged to put in seventy-five per cent. of our time in doing clerical work for other departments without extra compensation and to the detriment of our own work; we are obliged to handle Western Union business and make out all the various daily, weekly and monthly re-

ports connected with same without extra pay; we have no vacations unless we lay off at our own expense, and in many cases can get no relief to do even that. In many cases we are doing the work of one clerk in addition to our own work; we are employed in offices badly ventilated, damp and injurious to our health; we are obliged to submit to the dictation of half a dozen bosses at one time, the most of them being in other departments and having no jurisdiction in the telegraph department; we have nothing to be thankful for, working long hours for very small salary; we have none of the joys and pleasures of life, and can see no hope for the future except through the O. R. T. Study well, brothers, the above pen pictures and you will admit that I have not put it too strong, and then after you have found out the causes for our present conditions, see if you can not find the remedy and apply it.

CERT. 1

From Michigan.

The discussion that has been going on relative to labor, its dependence and lack of proper standing, calls out the following:

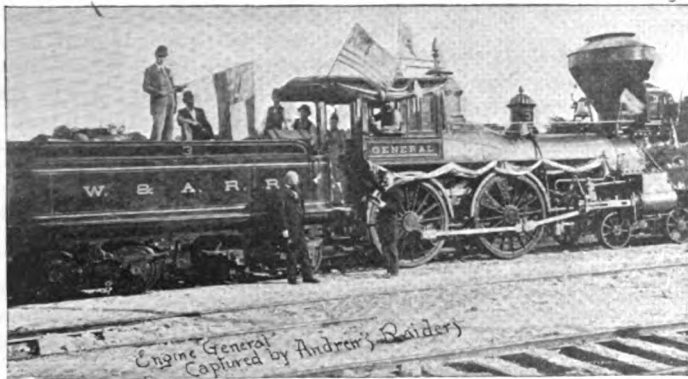
No enterprise of a business character has been established simply to give employment to labor. Even in the case of railroads that have been built far in advance of settled communities, there has been either the prospect of future business to justify the expenditures made, or, on the other hand, some oily-tongued promoter has expected to dispose of a lot of worthless first and second mortgage bonds and preferred and common stock to make his profit on. So it resolves itself into the simple proposition that capital employs labor for the purpose of making a profit. Bearing that thought in mind the question readily suggests itself, "Why is not labor more independent?"

The fact that there are organizations of various kinds for the purpose of benefitting labor, does not seem to make the solution of the problem an easy matter, not considering the fact that certain classes of labor consider their place more exalted than that of others, and more entitled to consideration and special effort to receive benefits. First of all there should be a proper guarantee of character given the man who leaves his employment. If he is foolish enough to forfeit

his title to consideration as a reliable, capable man by getting drunk, neglecting his duty or taking what belongs to others, then he should be willing to abide by the results of his own actions and only hope to receive the recognition that will come after long continued effort on his part to build up a good character and reputation following his disgrace. He should have a clearance from his employer describing his work, the reason for his dismissal, his physical peculiarities and have the document signed by his employer and himself. He should not be required to work more than eight hours as a day, and overtime at the rate per hour not less than his regular pay, should be his by right for any labor performed by him in excess of the eight hours, should he, by his own option, desire to perform it. It is not necessary to argue the increased number of men given employment, the continued certificate of character available when out of employment, ready at a moment's notice, nor to speak of the increased cost of many things we might have to purchase, any more than it is necessary to argue the war tax or the effect of the tariff. Laboring men are prone, however, to misdirect their energy in a political way, thinking to indirectly benefit themselves, when a long continued effort along the right lines would be certain to produce the sought-for results. I take it that there is nothing so essential to success as a proper continuation of that hammering process that finally beats the iron into shape. And the process should never be discontinued on account of seeming obstacles or unforeseen difficulties. It would not be a difficult task for the Order of Railroad Telegraphers, through their executive officers, to confer with other labor organizations in regard to the establishment of a joint bureau for the purpose of conducting a campaign to secure the enactment of suitable laws, to give to labor that same consideration that the laws of this country have so earnestly extended to business. And in forming a bureau for the purpose of locating members of legislatures who are in sympathy with labor, and who will introduce the measures necessary to the welfare of labor, labor would be but imitating the methods employed by the Central Committee of the great political parties who give out the war cry and then gather in the funds to make the war cry

stay out. Of course it would be well if the machinery of such an organization should be made up of men who would be too anxious to use the machinery of the organization for their own benefit, but should rather hope to be of service to the cause they were chosen to represent and forward. I presume the bureau method would be the better way of handling the problem, for the simple reason that men have pride, have clannish ways, and while they recognize the justice of propositions benefitting others, do not feel that they are called upon to go outside of their own peculiar and particular organization to work. As a result, we have strikes, and the law of supply and demand immediately presents an army of unemployed, ready to work at anything to earn

questions with justice to all. The millions of the millionaires I have no time to talk about, but suffice it to say that it has been taken from labor in each and every case. Even if gained by speculation it was taken from labor. The cheap help of the department store is making money for some man who is doing very little for the community in which his business is operated. But these matters will not be handled and regulated by either republican or democratic politicians with their tariff or free trade, free silver or gold standard hobbies. Labor must fight its own battles, not by force which would work destruction and disaster, but by law and evolution a gradual changing out of the present into the future. If it would seem that some of the methods



their support. And the laws of any civilized country can hardly be expected to deprive a man of the privilege of running his own business to a certain extent. They can, however put a limit upon the number of hours to be worked and thereby give employment to a larger number of men. It might be that if the Amalgamated bureau of labor organizations turned their attention to the task of wheeling the legislatures of the various states in line for the eight hour law, and overtime provisions, that after the work has been accomplished along that line, the question of machinery and of the size and scope of corporations could be taken up.

I pride myself on the belief too, that labor has within its ranks the ability to handle the

adopted by labor would be expensive to invested capital then let us refer to the fact that the Amalgamation of corporations and concentration of capital has made old junk out of what at one time was useful and represented the pride and happiness of a moderate sized and successful business. There is something besides "os'ing" to do in this world, something besides the ambition to be an excellent workman along any line. We owe a duty to our children and their children and children's children. We owe a duty to our humble neighbor and the unfortunate. Not to extend charity to them, but to make conditions more helpful that they may direct their own little canoe along the perilous waters of the mysterious stream of life. We owe the duty to ourselves of being

independent, and for that reason mainly, of being reasonable rather than crafty, generous rather than selfish. Can the work outlined briefly above be started, can it be continued to a successful end? Ask yourself. Are you doing your part? If not, why not? And when will you begin doing it? Having men to do it, duty can be done, giving strength and courage to it, labor's fight can be won.

E. R. AVERILL.

The Ticket Agent's Troubles.

Fellow operators, who are obliged to perform the duties of ticket agents, will readily appreciate the following, and will doubtless recall some similar occurrence in their experience with the public:

I had just opened the wicket one morning when a man of a decidedly rural appearance, ambled doubtfully toward me. There was an unmistakable air of rusticity about him, and, as he poked his grim visage half-way through the window, I caught a whiff of something that reminded me of barn-yard associations.

"Gimme a ticket," he almost yelled.

"Where to, please?" I said.

"Eh?"

"To what place do you want a ticket?"

"Oh er, Toronto."

"Single or return?"

"Eh?"

"Do you want a single, or return ticket?"

"Er—, I don't know. Single, I guess."

"Two dollars and sixty cents, please." I gave him the ticket while he commenced fumbling for his money, eyeing the bit of cardboard dubiously in the meantime.

"Is this ticket good to come back on?"

"No, you asked for a single ticket and that is what I have given you."

"But I want a come-back ticket. Can you take this one back?"

I took the ticket back and gave him a round-trip in exchange. I told him the fare was four dollars and thirty cents.

"Four dollars and thirty cents? Why, the Missus only paid four dollars and twenty-five cents when she went last time."

"How long ago was that?"

"Um; guess it wuz about five years ago. Say, can't you make it four dollars and twenty-five cents?"

"No, that is the fare and I cannot make it one cent less."

"Say, do I git on the cars here? I have a bag of pertaters, kin I git it checked?"

Right gladly did I direct him to the express office, where the lynx-eyed minion of that branch of the service would soon dispose of his vegetables.

J. TROW EVANS.

From Manila, P. I.

In an interesting letter from Bro. A. C. Huhn, who is with the United States Army at Manila, he says:

"All fraternal organizations are represented in this, the Eighth Army Corps, and all have organized temporary lodges and hold informal meetings here. So far I have not had the pleasure of meeting a member of our noble Order, although no doubt there are some here, as all trades are well represented in this army. I will not take up time making a detailed report of our doings here, as the home papers have done that; enough to say that I was in the thickest of the fight on August 13th, being under fire for two hours but escaped without a scratch.

"Taking the climate and unavoidable hardships that have to be endured into consideration, the troops are in good health. The main question with us now is, 'When are we going home?' Most of us have left good positions and business interests to fight for our country and do not care to stay here to do garrison duty. The people at home should make every effort possible to have the volunteers returned, as there are no doubt, plenty of idle men in the United States that would be willing to relieve us. I do not apprehend the least difficulty with the insurgents, as they are peaceful and apparently desire that 'Uncle Sam' should hold these islands.

"Some of our brothers are probably inquiring as to the chances in this country. To them I would say, stay where you are, unless you have money to go into some kind of business. The telegraph lines here are operated by natives who work for ten and fifteen dollars per month, Spanish money, and no American could compete with them."

FRATERNAL

Erie System Div. No. 42.

The following officers were elected for the Erie System Division on December 15th:

General Chairman:—Wm. Clancy, Mansfield, Ohio.

Delegates to Convention:—K. L. Russell, Akron, Ohio, A. L. Covault, Urbana, Ohio, Wm. Clancy, Mansfield, Ohio.

Alternates:—E. S. Curry, Richwood, Ohio, J. W. Tynan, Marion, Ohio, M. S. Hogan, Marion, Ohio.

Local Boards of Adjustment, Meadville Division.

East:—C. M. Dickson, Kennedy, N. Y., M. F. Kinney, Watts Flats, N. Y., S. E. DeWitt, Jamestown, N. Y.

Meadville Division, West:—J. C. Jackson, Geneva, Pa., C. W. Bossard, Meadville, Pa.

Mahoning Division:—V. J. Beaumont, Cleveland, Ohio, D. H. Morris, Sharpsville, Pa. G. A. Blair, West Austintown, O.

Cincinnati Division, East:—Wm. Clancy, Mansfield, Ohio, W. F. Robinson, New Portage, Ohio, F. W. Saltsman, West Salem, Ohio.

Cincinnati Division, West:—J. W. Tynan, Marion, Ohio, F. T. Bayles, Caledonia, Ohio, E. S. Curry, Richwood, Ohio.

Lima Division:—W. C. Dempster, Lima, Ohio, S. P. Willis, Spencerville, Ohio, A. H. Frisinger, Decatur, Ind.

Chicago Division:—John Lynch, Highland, Ind., R. S. Berlin, Ora, Ind., J. J. Myers, DeLong, Ind.

Each local board of adjustment will select its own Chairman. The local boards of adjustment for Divisions East of Salamanca are being formed and will be given out later. Bros. Clancy, Russell and Covault will gladly receive from any brother of the Division, suggestions to bring up before the convention for the good of the Order and the Division. K. L. R.

Meadville Division, East:—

As we are about to begin a new year I wish to ask each and everyone here to do all he can to help build up this Division, and hold up the honor and dignity of the Order. Let this be our banner year.

Point out to the nons where they stand and how unjust it is for them to remain a stumbling block to the organization of their craft.

If there are any who have not remitted their dues to Bro. W. L. Abbott, do so this coming payday, and go for the nons; turn them over to the Order.

You will notice the ham shops are away behind the times on this Division, as it was necessary to get extra operators from Meadville Division, West, to help out here during the holidays.

We received two new members this month and we have the promise of three more, who say they will come in February 1st.

Boys, we expect there will be a union meeting

held here soon, of the different organizations, and I wish to see the O. R. T. well represented, so let each and everyone try and secure a non, and you will see a solid Division.

The space is limited this month so will cut out.

Yours in S. O. and D.

CERT. 276.

Mahoning Division:—

On December 15th the telegraph office at "ND," trainmaster's office at Cleveland, was closed on account of "reduction of force," obliging Bro. T. A. Murphy to go back to "CS," Cleveland passenger station, days, relieving Mr. J. A. Kelly, who takes a position outside the telegraph department.

Mr. P. C. Davis, day operator and gateman at Wilson Avenue Station has resigned, to go back on the farm at Hiram, where we "13" he has a pretty good thing. He is relieved at "AV" by Mr. T. J. Aylward.

Bro. F. H. Robinson is now at Cleveland shops, nights, relieving T. J. Aylward. Bro. E. B. Case relieves Bro. Robinson at "AV," nights.

Bro. J. C. Laughlin, our genial agent and operator is back at Solon again. The girls are very much pleased to see his familiar smile again, even if it is in a box car station.

Bro. C. A. Wilson is now located at Youngstown yard office "FD," nights, taking our late Bro. Kennedy's place, being relieved at Niles, nights, by Extra Operator W. L. Button.

Bro. T. A. Crum is now located at Niles, nights, relieving Extra Operator Button.

Bro. J. B. Aylward "SF," days, was off two days on account of sickness in his family, being relieved by Bro. Robinson, who in turn was relieved at "SF," nights by Extra Operator F. H. Kelly.

Bro. W. M. Jones, of Girard, took a flying trip to Sharpsville, Christmas to see his better half.

Mr. T. J. Aylward was off Christmas day, being relieved by Extra Operator F. H. Kelly. Glad to know some of our operators can afford to eat turkey.

We hear Bro. A. L. Taylor's old familiar "A" again at Leavittsburg "SB," days. Mr. W. S. Lowrie is now doing the owl act at that office.

Bro. W. H. McDonald is still (?) at Aurora—don't suppose Dewey himself could chase him out of there with his whole navy. How are pumpkins, Bro. "WM?"

By the way the applications come pouring in, I think Bro. Abbott will soon require an assistant to help keep his table clear.

Bro. E. Brewster, agent and operator at Geauga Lake laid off for the holidays, being relieved by his night man, Bro. W. L. Bester.

Bro. D. H. Morris took a flying trip to Cleveland, Christmas. Wonder what the attraction is.

Now that the election of officers is over and a

first-class set of officers and delegates elected for Division No. 42, let us one and all get down to business and do our best for the good of the Order.

CERT. 1.

Cincinnati Division, East:—

Bro. S. H. Helwig, of "DI" tower, days, was off on account of sickness, night man Ribelin worked days and Extra Operator Dennis, nights. Bro. Helwig has had his share of sickness in his family in the past year surely, he desires to thank the brothers in presenting him his card, good until June 30, 1899.

We are sorry to note there are so many operators around Kent, and but few belong to the O. R. T. All kinds of excuses are made, as usual the old "mummy" excuse (1,000 years old), "The O. R. T. is all right, but it is not doing anything," is frequently uttered, just as if that excuse had any effect upon the intelligent mind of an up-to-date O. R. T. man, as our most esteemed friend, Conductor W. H. Price says, "There is no excuse under the sun for a laboring man not to belong to his union." So we refer this utterance to all fair-minded non-members.

A new siding and block tower was constructed, one and a half miles east of Akron this month, and was opened December 24th. Bro. King and Extra Operator Cassel are temporarily working there until the jobs are awarded to the oldest applicant. This siding has been a necessity for years and will be appreciated by the road crews who formerly put in most of their time waiting to get out of Tallmage siding; the siding is called "Hills," and the office call is "VA." The tower was formerly at Leavetsburg.

Extra Operator Geo. J. Kaufman, off the "PF," is working at South Akron, nights, while Bro. King is at Hills.

A bold robbery occurred at Agent Miller's office at Barberton; his safe was blown open and tickets scattered over the floor and Uncle Sam's mail sacks cut open. Woe unto the robbers when caught, as Uncle Sam has two men with thirteen-inch guns hunting them.

Extra Operator Moyer off the C. C. & S., worked at Silver Creek, nights, recently.

Bro. Tom Shea, of Wadsworth, nights, is visiting his parents at North Lewisburg, O. Extra Operator Stokes is in his place.

We are informed that Bro. B. T. Calloway is working at a good job in the Bicycle Works at Belvidere, Ill., now.

Bro. E. H. Guthridge, agent at Rittman, was down the line at the "usual point" for a few days. Extra Agent and Operator Wells worked for him.

Bro. Cahoon and Geisinger, of Wadsworth, spent Christmas at the reservoir fishing. It is said Santa Claus took pity on them because of their poor luck and filled their socks that night with candy fish.

Holleran, of Sterling, nights, was on a vacation. Bro. Knox worked nights, while Welch worked days.

Bro. F. L. Davis, of Polk, nights, quit and is now working on Lake Erie Division of the B. & O. Bro. Owens is temporarily working at Polk, nights. Slick nights; "SK" tower days; Polk nights; Hills days and nights are advertised until January 1st.

Night Operator Welch, at Nankin was on a vacation. Bro. Bivin extra man is working.

Bro. W. H. Todhunter transferred "SK" tower to Galion Yards, days, regular.

Extra Operator Staniland, mentioned in the last Journal, after working his first night at Ontario, took sick and is now in Buffalo hospital having had an operation performed.

Bro. Todhunter, of Galion Yards is on a vacation. Extra Operator Derr is working.

Chief Dispatcher Freese was swamped with applications to lay off Christmas.

Fifteen new monster engines are ordered for this division, for freight service January 15th.

The result of the election shows how solid the Cinti Division stands. We got everything in sight, some one must have done a little electioneering. Eh?

Cincinnati Division, West:—

J. H. Organ, agent and operator at North Lewisburg returned to work after a long siege of typhoid fever. Operator Curl resumes "QI" nights relieving Extra Operator Gatton.

Bro. Covault, of Urbana, spent a week at Decatur, Ill., relieved by Bro. Neal, of Dayton. Extra Operator Derr worked for Neal at "DN."

Bro. Geo. W. Murphy until a few years ago an Erie operator, now with the P. & W. at Pittsburg, is greeting old friends at Marion and Claiborne, during the holidays.

Agent N. F. Welch, Green Camp, attended the funeral of his uncle at Broadway, O., relieved by Extra Operator Moyer.

Bro. M. S. Hogan, of Marion Junction, says his trip to the "wild and wooly west" was full of startling incidents and promises to give us an article in the near future.

Operator Joe Wall, of Marion, is one of the few so fortunate as to get relief during the holidays. Bro. Husted is working days and Extra Operator Gatton, nights.

L. E. Thompson, of Richwood, nights, spent Christmas with Marion friends.

Bro. Shea, of Wadsworth, is shaking hands with friends on this Division, this week.

J. S. West, of Marion Junction, attended the wedding of his sister at New Paris, last week.

Just one of the "nons" on this Division became aware of the fact that he would have a merrier Christmas and a happier New Year if he would cease to be a "non." He filed his application immediately. Who'll be next?

Bro. C. T. Grosskopf, of Galion, is wearing a broad smile and distributing cigars "It's a twelve pound O. R. T. boy," says Charlie.

Bro. Robbins, of Slick, is visiting his parents at Broadway, during the holidays. Night Operator Fisher is working days and Extra Operator Cavanaugh, nights, during his absence.

Chicago Division:—

We concluded at the last minute to write a few items. We hope some brother who is in a position to learn more of what is transpiring on the Division, and who is more capable will attend to this as it should be after January first.

We are sorry to hear that Trainmaster H. D. McClelland's health is not improving. G. K. Jeffries has been appointed trainmaster for this Division, and George Curran to fill the chief dispatcher's chair, which he vacates.

Miss Clara E. Chandler has "JO" tower for a few weeks. L. R. Nye is working days at "FH" tower for the present.

We are in receipt of several promises from non-members, which we believe are bona fide, and that we will see the color of their coin in the near future. There are a few left with an extra amount of galvanized gall, and the excuses they have to offer are as amusing as they are absurd. The trainmen have a list of these fellows, and they will give them a "shot" when the opportunity offers. Some of the "nons" will resort to any subterfuge to excuse themselves for not supporting the Order. There they sit, enjoying the benefits union labor has secured for them, and the sublimated gall and triple-plated audacity they exercise is wonderful. It's a wonder they are not swamped by their accumulation of self conceit.

I wonder if the two — operators have received the cards from Peoria, which they asked one of the members to get for them "at once" and they would "remit." If they would pay one quarter as much attention to the O. R. T. as they do to what is going on in the sporting world they would not make a break like that. When they were flush a few days before they wrote this request they did not think about the O. R. T.; but when they found they were elected "to welt the road again boys," they wanted the assistance of the Order. I would want a new main-spring put in my vocabulary before I could do these fellows justice.

K. L. RUSSELL, Gen'l. Cor.
208 South College Street,
Akron, Ohio.

Concord Div. No. 43.

The annual election of officers for this Division took place Thursday, December 24th. Following is the board of officers for the ensuing year: W. H. Meserve, C. T.; W. H. Whitelaw, F. A. C. T.; C. B. Averill, S. A. C. T.; C. A. Mitchell, S. and T.; W. B. Drown, Marshal; H. W. Mooney, I. S.; B. F. Waldo, O. S.

Chas. O'Heron and D. F. Ahern were chosen delegates to the next convention. About twenty-five members were present at this meeting. Bro. Neil, of Valley Falls, R. I., was in attendance and spoke very interestingly in regard to forming a general committee and organizing a System Div.

Bros. Walker and Hoyt, of Enfield, have been on the sick list for the past two weeks. Bro. Walker is still unable to attend duties, Bro. Hoyt is handling the accounts of the station.

The force at West Lebanon has been increased on account of a new office at the yard. Station Agent Tucker now goes to the passenger station. Bro. Briere has been transferred to the day force at the yard. Mr. C. E. Watkins filling Briere's trick.

Bro. Lessard has accepted a position as station agent with the Maine Central.

Bro. G. K. Davis, formerly at the yard office, Woodsville, has been appointed freight cashier at Berlin, N. H. We all wish George success.

Chief Dispatcher Randall of the Concord Division has been elected governor of Merrimack Colony Pilgrim Fathers and C. C. Titcomb, night trick dispatcher, Sergeant at Arms of the same colony. The Pilgrim Fathers is one of the strongest fraternal organizations in this section.

Mr. J. D. Kennedy, night operator at Canaan has severed his connection with the company. Bro. Clifford, of West Andover is filling the vacancy for the present.

Bro. I. J. Martin, formerly agent at Twin Mountain, has gone South for his health. Bro. E. H. Kiser has been appointed agent.

George Henderson, "ND," night operator at "SU" has been spending the holidays in Boston. Bros. Mitchell and O'Heron have been supplying alternately in his absence.

We are in need of correspondents on both Concord and White Mountain Divisions, each and every member will consider himself unanimously elected correspondent, and send his news to the Secretary of this Division not later than the last of each month.

Remit promptly your dues for this half and get your card and TELEGRAPHER as soon as possible.

Div. Cor.

Philadelphia, Pa., Div. No. 30.

In the past few months business on the D., E. & K. Division of the P. R. R., has been remarkably heavy, particularly throughout the freight yards. Numerous changes have been made; and a large number of new men employed; promotions have been plentiful, and noticeably in the past month the telegraph department has received its share of the favors. Of these changes, one in particular is here recorded, and with regret — the loss of our superintendent, Mr. R. M. Patterson.

On nearly every Division of the P. R. R. one or more of the officials have been promoted, taking effect the first of the year. Mr. Patterson has been promoted to the superintendency of the New York Division, a very important feeder of the system. The increased responsibilities, with that of the much larger territory coming under his supervision, will by no means prove a barrier to his advanced good qualities. Although regretting his departure, it is noteworthy that, to a man, every employe of the Division feels proud that he has at last captured a prize that was faithfully earned. He takes with him the well-wishes of all, as all to him were alike. He will make friends where he goes.

The following is a partial list of changes recently made:

Messrs. F. A. Biberstein and W. J. Pearl, train dispatchers, have been promoted to assistant yard masters.

Mr. A. H. Mars, promoted from passenger desk to first trick in Mr. Biberstein's place, while Bro. A. P. Stevens has been promoted from "RD" (Island Road), to train runner in "S."

Mr. J. J. Longenecker, promoted from middle to first trick on passenger desk, vice Mr. Mars, promoted.

Mr. C. W. Glenn, Jr., leverman "A," promoted to passenger desk "S," in place of Mr. J. J. L.

Mr. C. J. O'Bryan, promoted from last trick on passenger desk to assistant yard master at Frankford Junction. Mr. Charles S. Anderson takes his place.

Bros. F. P. Lindcamp and G. D. Hiedelbaugh, of Division No. 4, promoted to "RD."

Bro. Strickland, from "HV," gets the last trick at "S," as copyer, vice Bro. G. D. H., promoted.

Bro. W. E. Hoopes moved (as per line of promotion), "A" to "N," vice Bro. I. F. Gill, who has been promoted to "A" in place of Bro. J. S. Baird, who fills the vacancy left by Leverman Glenn, promoted.

Bro. J. K. Osmond is covering the middle at "A," vice Bro. Hoopes.

Bro. M. E. Casey, promoted to a day trick in "S" office, on account of heavy work, Bro. J. A. Quinn, of Division No. 4, covering the owl in his place.

W. H. George, "an old-timer" at "K," promoted to assistant yard master at West Philadelphia.

Bros. M. M. Meck and W. S. Campbell have changed tricks at "S" for a while.

Bro. H. Brown was promoted to the owl at "SY."

Bro. Seibert was laid up for a couple of weeks with a bad throat. Glad to see him about again.

Wm. Fritzer, who resigned his position as leverman at "A" nearly two years ago to go into the cigar business, died of kidney trouble, and was buried Christmas day. He was an old and respected employe.

Bro. Wilson, a charter member, called on a few of the boys here while on a trip from New York a short time ago. He was called home on account of the sickness of his mother.

The officials of the Westinghouse Switch and Signal Co., whose electro-pneumatic system is in operation here, presented the directing dispatchers at "A," the yard masters and assistants each a fine, large turkey for Thanksgiving dinner.

The "grip" has been troubling many lately, brought on by the bad and foggy weather Christmas week. Very many of the boys worked who were really in bad shape to prevent crippling the service altogether.

A very flattering three-page letter has been handed down from the officials to the employes on the D. E. & K. expressing in high terms their appreciation of the excellent service rendered during the Peace Jubilee in this city, the same coming direct from our president, general manager and superintendent.

Much interest went with the proceedings of the last meeting of this Division; a great quantity of business was handled, and much had to be laid over owing to the lateness of adjournment. All the officers were present except the sentinels, one of whom is Bro. Seibert, and, as already stated, he was sick.

About 9:30 o'clock the election of officers for the present year was gone into, and very great was the interest displayed, the result of which was the reelection of all the old officers.

The several Local Adjustment Boards connected with this Division stand as they did last year, with the addition only of Bros. Nerr and Ryan to their respective System Boards.

The election of delegates to the Labor League resulted in the choice of Bros. Donohue and Casey.

Delegates to the coming convention were chosen in the persons of Bros. Sell and Marr; first and second alternates, Bros. Donohue and Smith, respectively.

Four petitions were handled in the regular form. About twenty-five members were present during the evening.

Several of the boys of Division No. 4 gave us a call. The proceedings were pleasant throughout until adjournment, which was within a few minutes of midnight.

At last a successful termination has been reached with reference to the organization of a General Board on Pennsylvania Lines East of Pittsburg. A conference of the Local Boards of Adjustment was held at the Bingham House, this city, last month, with the above result. A Constitution was adopted and forwarded to the Grand Chief for his approval. The election of officers resulted very satisfactorily, favors being equally divided, as near as possible, on the System, Philadelphia being honored with the Chairmanship; Pittsburg the Vice-Chairman, and Harrisburg the Secretary, the remainder of the officers to be elected at the first annual meeting of the Board, which stands subject to the call of the Chair, when important business pertaining to the Board will be adopted and a date set for the regular annual meetings.

The Divisions represented at this meeting were Pittsburg, Harrisburg, Williamsport, Wilmington, and Philadelphia, Nos. 30 and 4.

It was largely through the efforts of Bro. Bossner that this end was reached, and much credit is due him for his success.

Yours in S. O. and D.,

Div. Cor. 169.

Pittsburg, Pa., Div. No. 52.

Division met in regular session Saturday evening, December 3d, with a very poor attendance in consideration of the fact of its being election night. All the officers were present on time, even the Inside Sentinel.

Minutes of preceding meeting being read and approved, the regular routine business was quickly disposed of, and election of officers taken up, which resulted in the following selections for the ensuing year:

Chief Telegrapher—S. J. Konencamp.

First Assistant—W. G. Cooper.

Second Assistant—H. T. McGuire.

Secretary—J. W. Barber.

Treasurer—I. S. Hare.

Marshal—H. Schofield.

Inside Sentinel—D. E. Landymore.

Outside Sentinel—M. D. Ullery.

The following delegates to the next convention were elected: S. H. Eakin, S. J. Konencamp, R. P. Kenoy, Robert Hawk.

With the exception of the offices of Chief Telegrapher and Secretary, the election was a closely contested and very interesting one. Bro. M. D. Ullery's retirement from the office of Secretary, after eight years of efficient and faithful service, was regretted by all, but in the person of J. W. Barber we all feel that Bro. Ullery has a worthy successor, and as our confidence in him is unbound-

ed it goes without saying that our interests will be well taken care of in that quarter. As to the office of Treasurer nothing can be said other than praise for Bro. Hare's past energetic and efficient services.

Bro. S. J. Konencamp being the unanimous choice of the division for Chief, no more fitting tribute could be paid him; and if we may relegate to ourselves the right to judge his future by the past, it could not be other than a very bright one indeed.

Taking the election as a whole everyone seems to be greatly gratified and perfectly satisfied.

Meeting adjourned at 11:30 p. m. in the usual manner.

Yours in S. O. and D.,

DIV. COR., CERT. 840.

IN MEMORIAM.

WHEREAS, An All-wise Providence having deemed it best to remove from this earthly life, Mrs. Emma Hawkins, wife of Bro. C. E. Hawkins, of Blairsville, Pa., who departed this life at 4:20 p. m., Saturday, December 3d, of neuralgia of the heart, at her home, leaving a family of four in the care of her husband; therefore, be it

Resolved, That the members of Pittsburg Division No. 52 extend to Bro. Hawkins their heartfelt sympathies in this, his sad bereavement; and further

Resolved, That a copy of these resolutions be spread upon the minutes of this division, a copy sent to our bereaved brother and that a copy be furnished our official journal for publication. Resting upon the assurance that an All-wise Providence doeth all things well.

M. D. ULLERY,

W. G. COOPER,

J. W. BARBER,

Committee.

Pittsburg, Pa., Dec. 12, 1896.

Canadian Pacific Railway.

Toronto, Grey and Bruce Division:—

'Tis whispered around that Agent J. C. Browne, of Toronto, will soon resume duties in his old place at Orangeville.

Bro. Charles Newman, of Galt Pit, was visiting his parents at Orangeville, for a few days.

Bro. Stockdale, of Orangeville, is at present relieving Bro. Jelly at Alton, who is on the sick list.

Bro. Bob Wilton is day chief during Stockdale's absence, with Operator Downey, of the Valley, doing the owl act.

While the Orangeville snow plow, in charge of Conductor McGovern, was running down the mountain between Caledon and Cardwell Junction, it mounted rails, caused by heavy snow, derailing both plow and engine 664. The six men who were inside the plow, working nose and wings, had a very narrow escape from instant death, the only thing that saved them was the engine running off the track, caused by a broken flange on engine wheel.

Bro. A. Brawley, of Ayr, paid a visit to his old home at Orangeville.

Bro. Fred. White, of Toronto Junction, is sick; relieved by Bro. Ashdown, who is in turn relieved by Bro. Walker, of Leaside Junction.

We are pleased to report Mr. R. Charlton's steady recovery from his recent sickness.

Operator Sanderson, after spending his two

weeks' vacation renewing old acquaintances, has been promoted to night chief at Holland Centre.

The worst storm of the season struck this Division, December 4th, and continued for one week,—snowing and drifting, at times reaching the velocity of a tornado. After it had spent its fury, we found ourselves with three feet of snow. It's needless to say that snow plows and flangers were the order of the day.

Bro. Charley Bradley has resumed duty as day operator at Mount Forest, after acting as third man at Toronto Junction for some three months.

Train No. 22, in charge of Conductor Osburn and Engineer Baldy Stewart, met with a mishap near Grand Valley a few days ago, the side crank on the engine breaking as the train entered the yard. The "Dinky" from Orangeville came to her assistance, and Brakeman Joe Edgar was in the act of coupling when he had the misfortune to smash one of his fingers. We are pleased to say he will be around again in a few days.

Brakeman Bro. C. R. Campbell is visiting his parents in the ambitious city (Hamilton), also in Toronto and other places.

Relief Agent Bro. Caesar relieved Bro. Canham at Mono Road, and also Bro. J. J. Crisp of Fordwich, and at present is representing the company at Wingham during Bro. Beemer's absence.

The boys all appreciate their two weeks' holidays, but think there might be some improvement regarding the issuing of passes. Some of them have had to wait for three and four days for them, after being relieved.

Operator Worth, of "C" Toronto, has been off duty for the last two months or more, with lung trouble. That he may soon regain his health, is our earnest desire.

Since writing, we learn that Holland Centre has been closed as a night office, and Operator Sanderson has gone to Orangeville, nights, Dowling to Thamesford, nights.

Bros. George Crisp and W. Caesar report having a good time, Christmas. With the swellest outfit that ever turned out of Wingham, these brothers got orders and headed for Teeswater, ten miles distant. Bro. Crisp occupied the driver's seat, while Bro. Caesar planned crossing points along the route, commented on pitch holes and told funny stories. After two hours of most enjoyable driving, first on a level stretch of road, then three miles of pitch holes, also four miles of five-foot snow banks, our brothers beheld the above named town, into which they pulled one hour and a half late. Bro. Charley Bradley then entertained and showed them the sights of the town, also the elephants and bears.

I'll now close my key, as I hear another brother is very anxious to say something. (CERT. 929.

Teeswater Branch:—

Items of local news are scarce, and the regular correspondent is on a still hunt for the festive student. Several brothers (Heaven save the mark) have started ham factories. Your correspondent reported one last month at Torrie, should have read Gorrie.

Bro. Bradley has returned to Mt. Forest.

Bro. Caesar is relieving Bro. J. J. Crisp, of Fordwich, who is taking his two weeks' holidays, also a rest after his recent encounter with vagrants.

A very heavy week's snow has delayed the limited, almost daily.

Supt. A. Price made a tour of our pike, this month.

Brakeman Bro. Bob Campbell made a mash on a girl, at a small station last week, and she has been firing German salutes at him ever since. Bob says "it's a terror how we're hooked up."

CERT. 1097.

Western Division:—

Virden Manitoba station and freight shed were destroyed by fire, Sunday, November 20th. Everything was lost with the exception of a few books, and the cash and tickets on hand, which were saved by the agent, Bro. Simpson, who, we are sorry to learn, lost all of his household effects, as he was residing in the station building. The fire is supposed to have been caused by a defective chimney.

The company has taken over from the contractor the new Crows Nest Line, which is now completed from Lethbridge, N. W. T., to Kootney, B. C., about 300 miles of line. Next year the road will be pushed forward to completion. The Dispatcher's office is at Cranbrooke, B. C., and is manned by our three Mansfield brothers. Superintendent M. H. McLeod is in charge of the line. There are at present twelve regular stations open, also a number of temporary telegraph offices.

After a severe attack of fever, we are glad to hear that Bro. Hunt is again distributing "9's" second trick at Moose Jaw.

A new station has been opened up at Leduc, on the Edmonton branch. Bro. McKay, from Wetaskiwin, is in charge.

The fine, new brick station at Moose Jaw, is now close on completion. The building is of the most modern plan, and does credit to the company. It contains several fine offices, which will be occupied by the Superintendent, Roadmaster, Trainmaster, Dispatchers and other local officials.

The new city telegraph office at Winnipeg is almost ready for occupancy; the building is situated on Main street, in a most central locality. It will be the most up-to-date office in the C. P. R. telegraph department. Business has outgrown the accommodations the old office affords. There are over fifty operators employed in the commercial department in Winnipeg.

The best record in the stringing of the company's new copper wire across the continent, was made by Foreman Bro. M. McLeod, of our Western Division staff, who strung the last gap of 103 miles in six days with one gang, which breaks the record for this class of work.

Bro. McLeod is now engaged stringing a new wire from Dunmore Junction, N. W. T., to Nelson, B. C., via the Crows Nest Pass route. This will make the second wire over that line.

Linemen Bros. McKay and McLean, are again back to their old positions at Medicine Hat and Swift Current, after a Summer's work as foremen over gangs of men that were engaged stringing wire and erecting new poles over the greater part of the Western Division. Bros. Wilkes and Forrest, who relieved the former named brothers, have returned to work on the Winnipeg staff.

Lineman Bro. MacFarlane, at Mooseminis, is, I believe, authority for the statement that loose connections are as frequently located among operators as they are in switchboards and telegraph instruments. I believe you are right, Mac., and that a good heavy pair of plyers might be used to good advantage in tightening a few of the operator's connections with the O. R. T., and induce them to pay up their dues. Try it.

Owing to a falling off in traffic on the west end of the Western Division, the Dispatcher's office at Field, B. C., has been closed. The dispatchers at Medicine Hat now dispatch from Swift Current to Donald. Bros. Chudleigh and Foley, who were in charge at Field, have been placed on the Medicine Hat staff.

What is the matter with us, brother brass-pounders, holding a few rousing, good meetings this winter? Just to get together at convenient places to talk over things in general and enjoy ourselves. Anyone who has any suggestions or objections to offer in this connection, will kindly file them with the Local Chairmen.

CERT. 7.

O. and Q. Div. Smith's Falls Section:—

Having just received the appointment of correspondent for this section, I have to confess that I am not at all up to the work, but if excused for a short time, may improve with age, as do many things.

Matters are very quiet on this section at present.

Everyone is breathing easier on account of the likelihood of G. T. R. trouble being settled by arbitration. This is a most admirable way to solve difficulties, and the G. T. R. committee and Bro. Powell are worthy of much praise in the matter.

The consolidated engines running on this section are reducing the number of trains and allowing more time for office work.

The employees are in receipt of the seasonable best wishes of officials, including Mr. Thos. Tait.

This section is about solid O. R. T., and the two or three now in the dark will, we expect, soon view matters in a different light.

This a. m. finds G. C. L. signing orders on third trick.

Bro. Robinson, of Beaconsfield, is enjoying leave off, with Ritchie at the wheel.

The utter lack of detailed news is owing to my ignorance of matters at present.

DIV. COR.

O. and Q. Div. Toronto and Havelock Sections:—

Bro. Barnes, of Mountain Grove, spent two weeks visiting his home at Kemptville and friends in Chesterville.

We are pleased to hear that Bro. Brown, of Arden-dale, is able to be around again, and hopes to start to work in a short time.

Bro. Cress, of Peterboro, was off for a few days nursing a bad cold.

Bro. Pearson, of Burketon, has had to give up on account of his eyes. He has the sympathy of us all.

If they would issue a new Rule Book, embodying all circulars issued by officials, there would be fewer employes getting into trouble. The book of "Contradictory" Rules now in force, is not in keeping with the times.

Bros. Smart and Cumming are now holding down Havelock. McRae and McHugh the same at Tweed. Bro. Crosby is taking a few holidays on account of a collision with detective Ross at Tweed.

Bro. Weaver is now doing the "owl" act at Perth. Bro. Stenton is back again at his old stand, Myrtle, nights.

Now, boys, hurry in your dues and extra assessment, and secure a new card and be up to date.

CERT. 551.

M. K. & T. Ry.

What did we get? This question has been uppermost in the minds of the telegraphers on the Katy ever since our General Committee reached a settlement with the management some ten days ago.

Do not be impatient, boys, the Committee will send to every member, doubtless before this is printed, a full and complete statement of just what was accomplished and how it was done.

I have talked with the General Chairman, and he informs me that the Committee asked first for a good set of rules and finally got a contract based upon the original proposition, but not quite so good as the one asked for. The agreement, as made, however, recognizes the telegraphers as a distinct class of employees, accords them the same rights, so far as adjusting grievances, etc., as is extended to employees in other branches of the train service. The company agreeing to promptly relieve Committeemen for such purposes and to furnish them with all necessary transportation; provides for consecutive hours of work at all stations; twenty-five cents for every call after regular hours, and twenty-five cents per hour overtime; pay for switch lamps at so much a lamp per month; does away with fifteen-dollar helpers and puts forty-dollar men in their places. Insures to every employee in the telegraph department a service card at the expiration of his term of service, and guarantees the prompt return of reference letters. Also gives us seniority rights and many other advantages not heretofore enjoyed by us.

As the conditions on this pike in recent years have been more or less chaotic on account of the fact that we have never before had an agreement, I, for one, am truly grateful to the Committee for the good work they have done, and sincerely believe that nine-tenths of the operators on this pike will feel the same as to what the schedule of wages which was agreed to by the Committee is like. I am in the dark at present, but if they did as well with it as with the rules I shall be perfectly satisfied. I have worked for the Katy five years and know that I earned every dollar the company has paid, and have fondly hoped for an increase in my salary, but if it was not possible to get it at this time I shall be satisfied. I might have stood a small reduction if I could be sure that what I lost went to help a man who was getting much less and needed it more than myself. I feel at least that I can be magnanimous as the overtime clause in the new schedule will help me out to the tune of about eleven or twelve dollars per month.

Bro. Werner and the other members of the Committee deserve great credit for the work which they did, and when we recall the fact that they were

compelled to remain in St. Louis more than sixty days in order to reach a final settlement, a part of this time paying their own expenses, we feel more than ever indebted to them.

There is but one thing for us to do now, boys; that is to see that every man on our respective Divisions gets into line and stays there.

If there are any irregularities in the schedule, or if the officials are inclined to violate any of its provisions, let us be in a position to not only protest, but take the matter up in a business-like manner and have it promptly straightened out. And when our representatives are before the officials taking care of our interests, let them know that we are standing solidly behind them.

Yours for continued success,

KATY.

Kansas and Indian Territory:—

Asylum station has been closed on account of dull business.

Bro. L. A. Long is laying off, attending the wedding of his sister at Neodesha, Kan.

Bro. C. R. Teas, night man at Moran, is relieving Bro. Long at Bayard.

Bro. H. F. Klotz has resumed his former position at Parker, nights, having been working at Selma for two and a half months during the absence of Bro. L. D. McCoy, who was attending a meeting of the General Committee at St. Louis.

Bro. J. T. Clapper is back at his old place as agent at Atoka, after a couple of weeks' vacation which was spent on the Committee at St. Louis, and with his wife's folks at Carthage, Mo.

Bro. E. E. Delaplain has been laying off for some time on account of reduction in force. We are sorry to see a good man like Del out of work.

Bro. W. A. Stuart is back with us again, working as operator at Eufaula.

CERT. 20.

Missouri:—

Bro. J. A. Peterson has been promoted to trainmaster's clerk at Franklin Junction.

Mr. Murphy has resumed work as night operator at Franklin Junction.

Bro. Smith, agent at North Jefferson, was called to Fairfield, Ill., December 29th, by the death of his mother. A Mr. Wright is relieving him at North Jefferson.

Bro. Gross, who has been working at Portland, Mo., during the absence of Bro. H. E. Evans, has been checked in as regular agent at Dutzow, Mo.

Bro. H. L. Wilson has resumed work at Wilton, Mo., after a short lay-off, a part of which was spent with the Committee at St. Louis.

Bro. McCaddon, who has been away on leave of absence through the holidays, will resume his position as agent at Harrisonville, Mo., on the 2d of January.

Mr. Knowland, manager "DO" office, St. Louis, it off for a few days.

We miss Bro. Beck's perfect Morse at "DO" St. Louis office. Understand he is off for a much needed rest. Hope he will be with us soon much improved by his vacation.

Bro. H. B. Evans is again at Portland, Mo., after two months' absence on the Committee.

DIV. COB.

Texas:—

Bro. A. B. Stilwell, formerly nights at South Yards, has resigned to go on the road as Organizer. Bro. Stilwell is a hustler, and we wish him much success in the good cause he is to undertake.

Bro. J. L. Taylor, the old reliable night man at Waco, is having a protracted spell of sickness, being relieved by Bro. A. C. Wilson. "FN," we hope to soon hear your familiar touch again at "WC."

Bro. W. A. Bartee has been relieving Bro. E. B. Hill, nights, at Temple, for the past two months while Bro. Hill was serving on Schedule Committee. "BA," you are O. K. An official was heard to say you were a rattling good man. Keep it up.

Bro. Ed. O'Connell is working nights at Smithville again. Suppose it is on account of reduction in force.

Bro. Bartee is relieving Bro. Logsdon, nights, at Taylor. "NI," I understand, is on the sick list.

Bro. R. D. Pritchett, who is a warm member of L. E. & St. L. Division No. 27, has been laid off at Temple on account of reduction. He is preparing for a trip to Mexico. We wish him success.

It is hard to find a non-member anywhere on the Katy in Texas, now. Keep it up, boys, it will pay you in the end.

Bro. F. S. Werner has again resumed his position as agent at Lockhart, after a vacation of more than two months, which was spent in the interest of this Division.
Div. Cor.

Grand Trunk Railway.

N. and N. W. Division:—

We have all eagerly perused the items which have been written by some of the boys on this system and we are glad. There is no place like home, no association like that of the home which too many of us cling to like the vine in its tenderness, so then there is no news like the home news. While we are all interested in the welfare of our brothers over the way, because we are as one family, yet we must confess a partiality for System Division No. 1.

We are all in the fold, I am pleased to say, and standing the tests of the revolving club, none, that I am aware of, have as yet felt its effect seriously, and while admitting the great uncertainty of human life, still we trust that, let it be soon or late, we will be found faithful to our cause.

Some of us, perhaps, are impatient; to those who are, let me quote a stanza from that sublime man, Longfellow:

"Let us then be up and doing,
With a heart for any fate;
Still achieving, still pursuing,
Learn to labor and to wait."

And once more methinks it would not be out of place to quote him where he says:

"In the world's broad field of battle,
In the bivouac of life;
Be not like dumb driven cattle,
Be a hero in the strife!"

While we may not all be heroes, still none of us can say, "I can do nothing," there is a niche for all.

The sea, as it were, is at present a little unsettled, but the storm we trust will soon be over, and we

hope that none of our craftsmen will feel its effects; if we do, let us be able to say that we stuck to the ship honorably and to our everlasting good.

We regret to say, though, that in spite of our thorough organization, the student may still be heard early and late. Boys, let each of us be able to say, "It is not I."

Yours in S. O. and D.,

CERT. 181.

Wilmington, Del., Div. No. 53.

Our regular meeting for the month of December was held on the 20th, at which time the annual election of officers for the year 1899 and delegates to the Grand Convention was also held. The result of the election was as follows:

Chief Telegrapher—P. Chas. Bogan.
First Assistant Chief—W. O. Merrick.
Second Assistant Chief—George A. Wentz.
Secretary and Treasurer—W. J. Holton.
Marshal—E. J. Scott.
Inside Sentinel—L. D. McDonald.
Outside Sentinel—J. B. Miller.
Delegates—W. Edgar Frasher and C. F. Kelley.

This was one of the banner meetings for our Division. Several members were present who live quite a distance from the place of meeting. We were also honored with the presence of Second Assistant Chief Telegrapher Bro. James B. Finnan and Bro. Dean, of Providence Division No. 236, as visitors.

Bro. Finnan, accepting the courtesy extended to him by our worthy Chief, presided over the deliberations of the meeting, zealously defending the rights of each member as well as the fundamental principles of the Order.

This meeting, being no exception to all others held by our Division, except the number in attendance, was a very harmonious one, and it is believed that every member of the Division will be satisfied with the result. While there might have been a desire with some of the members that a different result be consummated, but after they ascertained the will of the majority, they joined in with that majority, displaying their confidence and satisfaction in as pronounced a manner and puffed the cigar smoke as high as any other member, at the expense of, and for the successful candidates to the different offices.

Since our last election our membership has been largely increased, and if our members will work as hard during the year 1899 as they did in 1898 it is safe to say that as satisfactory results will be reported at the end of the year 1899. The enthusiasm displayed by those present indicated a determination to keep up the good work. Plans being outlined to do this in a systematic manner is assured from the members employed upon the different lines of railroad in the jurisdiction of our Division.

Space in THE TELEGRAPHER, always being very valuable, but more so for the January issue on account of the many different Local Divisions desiring to report the result of their annual election of officers, I will not attempt to intrude upon you any further at this time. With best wishes, I am,

Yours in S. O. and D.,

Div. Cor.

A. T. & S. F. R. R. Div. No. 23.

The result of the election was as follows:

General Chairman—Wm. T. Casey, Kansas City, Mo.

LOCAL BOARDS.

Chicago Division:—E. F. Mann, Chairman; D. C. Farrington, A. L. Gates, August Meier, Peter Groome, Jr.

Eastern Division:—H. L. Carter, Chairman; P. L. Marston, A. P. Nicholson, O. M. Speer.

Middle Division:—C. D. Whitney, Chairman; C. W. Class, C. D. Beeth; T. J. Hutchings.

Southern Kansas Division:—A. B. Harding, Chairman; C. G. Johnson, W. M. Russell.

Oklahoma Division:—J. A. Newman, Chairman; L. M. Lowe, P. E. Howe, J. W. Jenkins.

Western Division:—Jas. T. Hart, Chairman; O. V. Rice, R. N. Long, F. Hoppe.

New Mexico Division:—D. Comstock, Chairman; E. E. Herrmann, V. L. Loneragan.

Rio Grande Division:—Edw. Dowling, Chairman; W. N. Hager, A. G. Hood.

Delegates:—Wm. T. Casey, E. F. Mann, W. A. Purkett, A. B. Harding, Jas. T. Hart, J. A. Newman.

Alternates:—H. L. Carter, P. L. Marston, C. D. Whitney, C. W. Cook, E. Dowling, C. S. Smith.

J. A. NEWMAN, Gen'l Sec'y.

Chicago Division:—

Bro. Peter Groome, Jr., has accepted the joint agency with the Santa Fe and Big Four at Mazon, Ill.

Bro. Wm. Branian, ex-agent at Mazon, goes to Lorenzo as agent.

Bro. Percy F. Jaqua, from agent at Lorenzo to night operator at Corwith.

Operator Frank Reisinger, formerly night man at Mazon, is now working day trick at Corwith yard.

Bro. C. W. Layman, formerly joint agent for the A. T. & S. F. and L. E. & W. Rys., at Crandall, Ill., has resigned with the L. E. & W. and accepted an agency with the A. T. & S. F. Ry., at Wilbern, Ill.

Bro. M. N. Claypool, agent at Minonk, has lately moved into his new depot. She is a daisy, and "M. N." is rather hard to approach now.

Bro. Tracy, of Princeville, has gone to Topeka, we understand, to have his eyes treated. James O'Connor is relieving him.

Bro. Parker, of Monica, laid off for about three weeks in November. Bro. Duncan, from Monica Tower, signed the balance sheet during Bro. Parker's absence.

Assistant Chairman, Bro. Meier, of Williamsfield, took a trip to New Mexico for his health in November; Bro. Groome, Jr., relieved him. Bro. Meier thinks Illinois is a good enough country to live in.

Mr. O. L. Rankin is working nights at Toluca, while Bro. Jackson does the act days.

We understand Bro. Dawson, of Lomax, is taking a well deserved vacation of a week during the holidays.

Bro. R. S. McCollom relieved Operator Dolan, at Marceline, for a few days, while Edward visited the old folks at Galesburg.

Bro. S. D. Blakely, day man at Laplata, is laying off a few days on account of sickness in his family. Bro. McCollom takes the day trick during his ab-

sence. Mac says he can sleep better nights, and then it pleases his best girl better, too, which makes it advantageous in more ways than one.

We understand that Bro. T. L. Freed, an old-time agent at Biddle, has resigned to engage in the hardware business. Success to you, Bro. Freed. Bro. Blakely will be agent at Biddle.

Our Chief Dispatcher, Tuttle, is laying off for a few days, and Dispatcher Johnson is acting chief during Mr. Tuttle's absence, and they say he fills the chair in a very creditable manner.

Relief Agent Hoyt is at Bosworth while Bro. Bristol is enjoying a few days off.

I would like to say a few words before I close on the old subject of students. This may seem threadbare to a good many, but nevertheless it is just as important today as it ever was, that we keep constantly before us the importance of keeping down the festive student, who, like obnoxious weeds, will keep springing up and choking the vitality out of something better, unless there is eternal vigilance exercised to prevent it by every Order man. Now, brothers, do not lose sight of this in your aspirations for better things that we are reaching for, as really it is the hardest thing to contend with that we have today, and one that does us the most harm. The word "professor" has a great attraction for many, although it is about the most abused word in the whole vocabulary. Even one of our agents near the middle of the Chicago Division, so I understand, thinks so much of the word "professor" that he has been instrumental in erecting a private line and offered free gratis to teach all of his clerks. Ye Gods! what won't a man do, and go out of his way to do it, too. What do you think of an agent, drawing one hundred dollars a month, that will do this?

"PIONEER."

Wilkesbarre Div. No. 203.

Our October and November meetings were well attended and proved to be very interesting, and showed the lively interest the members are taking in the Order. Our December meeting was held on Wednesday, December 28th. Nominations and election of officers and delegate to the convention took place. A good list of officers was elected. Bro. J. Nelligan was elected delegate to the convention next May. One candidate for initiation was in waiting and the full ceremony was performed on him. It made the boys so tired that refreshments were ordered which were served after the meeting was over.

Your old Secretary and Treasurer will fill the bill for another term, and try to please the boys when they come around with the "dough."

The year just closed finds us with a nice balance on hand, and no members lost through suspension; two members were transferred to other divisions.

Our next meeting, Monday, January 24th, will be held one floor above our present quarters, where the members will find a more commodious meeting place, and no doubt the members will appreciate the change.

Bro. J. I. Custer is now located at No. 7 W. Market street, Wilkesbarre, opposite Hotel Sterling, where he has a half interest in a barber shop and cigar stand. He will be pleased to have the boys call on him.

DIV. COR.

New York Div. No. 44.

The annual election of officers and delegates to the convention was held Friday evening, December 9th, and resulted as follows:

Chief Telegrapher—P. H. Enright.
First Assistant Chief Telegrapher—T. R. Higgins.
Second Assistant Chief Telegrapher—O. S. Clifford.
Secretary and Treasurer—J. F. Hinterleiter.
Marshall—Geo. W. Hilley.
Inner Sentinel—T. A. Gleason.
Outer Sentinel—F. H. Langhorst.

The following were elected delegates to the Grand Division: P. H. Enright, A. J. Atkins, and J. F. Hinterleiter. The alternates are T. R. Higgins, Geo. W. Hilley, and H. M. Henneschitz.

The Board of Adjustment consists of E. Aston, Chairman; H. M. Henneschitz, P. H. Enright, W. Ellison, and J. F. Hinterleiter.

Three new members were initiated, six applications were received and one member was admitted by card. Twenty-four members were present.

This is to remind you that the first grand union reception of the four federated orders, B. of L. F., B. of R. T., O. R. C. and O. R. T., of the Long Island System, will be held at Schiellain's Assembly Rooms, Atlantic avenue and Vermont street, East New York, on Wednesday evening, January 18, 1899. Music by W. Connolly. Ticket admitting gentleman and ladies, fifty cents. The committee of arrangements are J. Thompson, Chairman; C. J. Hopkins, Secretary; T. McMullen, Treasurer; C. F. Heitzman, President. A special train will leave Long Island City at nine p. m. Come one, come all.

The regular meetings of this division are held on the second Friday evening and fourth Sunday morning of each month, at No. 97 Borden avenue, Long Island City.

A. J. ATKINS,
Div. Cor.

Boston Div. No. 34.

We certainly are coming to the front, and I think Boston Division No. 34 can pat itself on the back for the work that has been accomplished since it was organized, last May. At that time, it was a hard matter to get enough names to apply for a charter; and now we have over a hundred members, with more applications on file, and our hustler, Bro. Fortier, promises us twenty-five or thirty more for next meeting; and I tell you "Bill" is on the war-path, as he had "no feed or any bucking" at the last meeting, which is something of an unusual occurrence. So at the next meeting look out for him, and I have my eye on a couple of New Haven boys who will feel him them. Eh, "Si?"

The boys did not turn out at the first meeting of the new year very well, only ten being present, which brings our average down considerably. Thirty-six has been our average for every meeting for the last two months. Now, boys, show up and give the new officers a lift. It encourages them, and makes them feel good when the division room is full. Let us fill the division room so that we will have to get new quarters.

There is one thing that makes me feel sad, and that is that the non-members carry the day on Providence Division of the N. Y., N. H. & H. at the present time. Where is our organizer? I have

hustled for them, but the old, old story: "Busted. In a couple of weeks I will be with you."

And we also have a fine ham factory—five lady students at one time. The operator claims that there is too much work for one person, and he must have help. I can't see where it takes five of them.

The boys that are out in the cold should come in at once, and then we can get what we deserve.

What is the matter with "CA" at "G"? We don't see him at the meetings any more. Wake up! also, Bro. "Mc." at "RH".

Bro. Withrow, at Canton Junction, is going on a week's vacation to visit the old folks. Bro. Thomas will take his place.

Bro. Powers has not produced the switch-board yet. Hurry it up, old boy.

Bro. Stearnes has been promoted to Brockton Station, afternoon trick. Bro. Williams, from Brockton tower, takes Bro. Stearnes' place at Bridge-water.

Bro. Parker, at Montello, is on the sick list, with typhoid fever. This is rather hard, just after being married. Omit the cigars, this time, Bro. P.

With best wishes for the O. R. T. for 1899, I am
"BILL NYE, JR."

Baltimore, Md., Div. No. 17.

At the close of our regular meeting, Thursday evening, December 1st, a spirited balloting was indulged in for some time, resulting in the election of the following officers for the ensuing year and delegates to the biennial convention:

Chief Telegrapher—F. C. Webb.

First Assistant Chief Telegrapher—J. B. Coniff.

Second Assistant Chief Telegrapher—H. J. Latchford.

Secretary and Treasurer—C. H. Barry.

Marshal—Frank Cole.

Inside Sentinel—M. B. Fitzpatrick.

Outside Sentinel—G. W. Bierman.

Delegates to Convention—F. C. Webb, J. B. Coniff.

Alternates—J. E. Ray, M. B. Fitzpatrick.

B. & O. Protective Board—J. E. Stephens, Wm. Nolan, C. H. Barry.

Our officers are now elected, and to make them feel at home and at ease that they may grace the chairs of our division and be crowned with success, we must give them our united support by attending meetings regularly, where we can meet on one common level and have a good old time as of yore.

Yours in S. O. and D.,

C.

Chesapeake and Ohio Railway.

"A word to the wise is sufficient," so the old saying is. I wonder, when some of the brothers read my little story, if they will heed it.

The first round opens up with several of our brothers who are teaching students. What in the world are they thinking about? I presume they have forgotten the solemn obligation they took. Have they not gone square back on their word? If they must really teach them, and there is no other way out of it, why not quit the Order, get a withdrawal card, and, for Heaven's sake, keep them off the wire.

Brothers Huff, Tholke and Thompson have left us to seek pastures new. We all wish them well, as they are good operators, capable of holding down positions anywhere.

Bro. Dick Wilson, of Charleston, W. Va., has accepted a position with the N. & W. people down in the moonshine district of West Virginia. Dick says he could not find clothes enough to keep warm up in Minnesota.

The Ladies' Department is not filled up as it should be. Where are you, Sister Bertha?

AN OLD MEMBER.

[NOTE—Charges should be preferred against members who teach students without permission—Ed.]

St. Louis and San Francisco Div., No. 32.

As I hardly ever see a word from the "Frisco Line," I feel that I am not doing my duty to sit in idleness, and have decided to write regularly to our valuable Journal.

As I look around and see so many of the telegraph employes outside the ark of safety (the O. R. T.), my mind reverts back to the third verse of the fifty-third chapter of Isaiah, which reads: "They are despised and rejected of men; a man of sorrows and acquainted with grief."

What better language could be written to express the feelings of Order men towards the "nons" who put off, from month to month with promises, the workers in the Order, and are at the same time reaping the benefits of organized labor which have been wrung from the several managements of the railroads.

There are several of this class on this line, and may the Lord in his infinite mercy guide and direct their walks in life, that their heartless souls may be wuffed to peace and happiness on the other shore, where no strife or trades unions exist.

Organized labor is the issue of the day. It is at present attracting more attention than did the great free silver movement of 1896. It is being preached from the pulpit, discussed at social gatherings, and is now taking the lead in politics. Who can stand up and say aught against organized labor? Who can say, "I do not care for the Order of my class?" Some refer to the Haymarket riot, in Chicago, in 1886, and say that was caused by organized labor, while it was not sanctioned or fathered by the labor leaders, but was done by anarchists who had been hired. That blow to organized labor was more of a surprise to them, in my estimation, than to the public at large.

Others refer to the great strike of 1894, that was led by Eugene V. Debs, and point with glee to what organized labor lost in the struggle, never once mentioning the lives given up to their Maker to benefit you and me.

The thinking people of this country are beginning to wonder in what respect these slaves of the great corporations are any better than were the actual slaves of former days, and whether white slavery is any better than negro slavery. One thing is certain: White men will not be reduced to slavery in this or future generations.

By way of conclusion, I wish to say that there are some members on this line who could be good and

sow seeds of kindness, and help to elevate themselves and others if they so desired, but alas, they are sowing seeds of discontent and are clamoring for the almighty dollar, and some would, in a manner, trample the fair name of our Order in the dust to get a chance of cleaning the mud from an official's boots. The indignities heaped upon them should be sufficient to open their eyes to the benefits of fraternalism.

CERT. 49, DIV. 32.

Denver, Col., Div. No. 77.

It has been said that every twenty years we have a wave of prosperity, and in like manner, waves of depression sweep across the country. If there is a law in the Universe regulating these waves of activity and comparative rest, to one who has been attending the meetings of Rocky Mountain Division No. 77, during the past year, the gathering held the first Wednesday in this month would indicate that a period of activity had set in vigorously.

On this particular evening the elements were churning themselves into a fury, covering the ground with so much snow that wheels were laid by. Our worthy Chief Telegrapher, Bro. Hurlbut, called the meeting to order, but he, too, was restless, now drawing a long breath, and occasionally wrinkling up his face, showing that there was a disturbance other than that of the elements. The trouble was located when "H" called for "relief." It seems he was unwilling to give up the use of his "wheel", and not having had the experience of a "rough rider", came out the worse for his venture. He paced up and down the room, now and then halting to put in a suggestion, or nominating some one for the office being filled, for this was our annual election of officers for the year A. D. 1899. Possibly this accounted for some of the over-flow of enthusiasm manifested.

Bro. Bonney came all the way from Idaho Springs, not in vain, for he nominated and railroaded Bro. L. D. Grace into the Chair for 1899, without a dissenting voice. Bro. Grace was not to be out-done in the matter of oratorical efforts, and responded to the deserving compliment paid him in a highly creditable manner. "G." has borne the title of Chief Telegrapher before, while a member of Division No. 49, at Pueblo, and is one of our pioneers.

The idea then smote the division of finding a man for Secretary and Treasurer who would perform the duties connected with that onerous position persistently for the next 365 days. As everyone knows, this office represents the heart of the division, and the necessity for filling it with the right material is not appreciated as thoroughly as it should be by the majority of us. Bro. Day having left the city, and our members having their time so occupied as to preclude their giving it the time necessary, it resolved itself into a question of who would make time, and sacrifice a little for the division. The man who filled the chair, Bro. Hurlbut, was found to be the necessary quantity, and the Secretary was duly instructed to cast the ballot in his favor. The manner in which Bro. H. has filled the position of Chief Telegrapher for the past year, leaves no doubt as to the manner in which things will be looked after.

C. M. Hurlbut, Secretary and Treasurer, Room 19, Union Depot, is the way it looks now. Bro. H. was also elected to represent us at the next Grand Convention, with Bro. R. C. Bonney as alternate.

The remaining officers were scheduled as follows: Bro. R. N. Long, Second Assistant Chief Telegrapher; Bro. C. L. Cheney, Marshal; Bro. M. A. Hawkins, Inside Sentinel, and Bro. G. B. Norton, Outside Sentinel.

Following the election there were short, animated talks by different ones present. One night man who was present for the first time, said he was not at all sorry for having strained a point, and would repeat the offense to be present again. Another followed in the same strain; a new member confessed his gratification at learning the ways into the mystic circle and meeting with a warm reception. This was kept up until our new Secretary and Treasurer was unable to restrain himself any longer, and began telling of the numerous schemes his fertile brain had been wrestling with for the good of the cause. One scheme he had the audacity to put forward was relative to making the minutes of each meeting a newsy communication which would give to each member unable to attend the meetings an idea of what transpires other than the cold transaction of business. This may be original with Bro. H., but exception was taken to it.

One word more, in regard to Bro. Thos. J. Day, who has been promoted from chief clerk at the D. & R. G. local freight office to agent for the same company at Florence. The position is one of the most important along the line, and we, one and all, congratulate Tom on his promotion. No one has given the boys a more cordial greeting and extended more help to one and all than has Tom. One of the best informed, willing and well-balanced workers in the Order; a member of the committee securing the schedule on the Union Pacific, and a conspicuous figure in all the Grand Conventions for years past. Bro. Day has the best wishes of No. 77 in his new work.

Division No. 77 meets the first Wednesday in every month, and we are always looking out for strangers, at 1534 Lawrence Street, A. O. H. Hall, Denver, Col.

Yours fraternally,

F. T. S.

Pittsfield Div., No. 33.

At the tenth regular meeting of this Division, held Monday, Dec. 26th, the following officers were elected for the ensuing year:

Chief Telegrapher—Bro. F. H. Barker.
 Assistant Chief Telegrapher—Bro. P. C. Murphy.
 Secretary and Treasurer—Bro. H. A. Roel.
 Marshal—Bro. F. V. Nelson.
 Sentinel—Bro. Wm. Lafleur.
 Past Chief Telegrapher—Bro. J. F. Frawley.

It was voted to hold regular meetings on the third Sunday, at three o'clock p. m., and the third Wednesday, at eight o'clock p. m., alternating each month. This method will give those who are unable to come Sundays a chance to get to the week night meeting, and *vice versa*.

We hope that this will result in much better attendance at all the meetings, as it is not very encouraging to those who attend meetings to see no

new faces, and there are members of this Division who have attended only one meeting since the Division was started, and others even who have never been to any meeting. Don't think that because you have paid your dues there is nothing else for you to do.

There is business at every meeting that concerns you, and in order to have a voice in the proceedings you must be present.

Bro. J. C. Gleason has been off duty for a few days on account of the "grip," but is now back at his post. His place was filled by Mr. E. C. Finney.

Mr. W. H. Porter has been appointed cashier at the freight house, Pittsfield, coming from Pier 50, E. R., New York. Mr. Porter evidently appreciates the change of climate. We are truly sorry that he is not an operator, as we need a little practice in the initiatory ceremony.

Agent J. E. Rogers, of Brookfield Junction, has returned from an extended vacation, which was spent in New York State. Bro. Pardee, of 241, was relieved at "BX" during his absence.

Bro. J. F. Frawley has secured a position at Roslindale, on Providence Division. This, with Bro. Haight, who is also located near him, makes two of our members who are unable to attend our meetings, and we miss them very much.

We understand that Bro. Brown expects to soon follow them, and if some of the B. & A. boys do not wake up, our meetings will be slimmer than ever.

Div. Cor.

N. Y., N. H. & H. R. R. Co.

Woonsocket to Boston:—

What's the matter with the O. R. T.? Come, brothers, wake up and be active. Hurrah for the Order. Sound the non-members, don't let up on them until we have them all. Remember Captain Harris in the battle between the Chesapeake and the Shannon and his command as he was being carried below mortally wounded: "Don't give up the ship. Don't give up the fight until we have them all."

"The Tramp" had the pleasure of attending a meeting of Division No. 34 a short time ago.

Now, brothers, wake up and let us hear from you occasionally. We are solid, you know, on this line without a break in our ranks; without a single "ham" factory in operation to manufacture cheap talent for competition. In union there is strength. Individual effort never will accomplish anything against capital.

I agree with "Pike's Peak," the idea of using the telegraph profession for a stepping stone for something better, should be abandoned. Well, brothers, as my pen is rusty I'll have to let up for this time.

"THE TRAMP."

Norwich Division:—

They "cut us out" last month, but we will try again. The old Norwich is all but solid. Let us run down the line and see how we stand:

Beginning at the Norwich dispatcher's office we have Bros. Maher, Rawley and Campbell, three staunch members and good fellows, all.

At Jewett City we find Bro. Bently, ably assisted by Bro. Knickerbocker. Next is Plainfield, where

you will meet our amiable Sister Leahy, and Bro. Jimmie Sullivan.

You will always be met by the smiling countenance of Bro. Dick Foley at Central Village. Miss Marie Barrett presides over Danielson.

Bro. Sayles, with his cheerful "G.M." and "P. M.," holds down Dayville. Putnam is looked after by the Midland Division.

Now comes the only place on the division we cannot mention without a blush of shame, West Thompson, our telegraph school. It is needless to say it is run by a non-member.

North Grosvenordale is proficiently managed by Bro. J. J. McGrath, an old dispatcher. At Webster, our stronghold for the Order, you will be graciously received by Bros. McGinniss, May and Sullivan. Here you change cars for Southbridge, where "hang out" our old friends, Bros. Barber and Brooks.

Across lots to Oxford and you run against Bro. Cody, one of our most active members. A non-member at Auburn, but we have hopes of securing Mr. French in the near future.

Last, but not least, comes South Worcester yard, where you will be entertained by Bro. F. C. Ray with his yarns of the far West, and by Bro. T. E. Deedy, with his reminiscences of the Commonwealth Hotel.

One of the members of our Board of Adjustment attended a "smoke" talk at Willimantic, December 8th. It is not reported whether pipes or cigarettes were used, but it seems to have had the requisite "dreamy" effect, as far as accomplishing anything is concerned. CERT. 102.

Bro. Chas. L. Fichthorne, for the past five years manager of the Western Union office at Willimantic, Conn., has been appointed manager of the Western Union at New London, Conn. Bro. Fichthorne came to Willimantic from Jamestown, Ohio, and has made hosts of friends both in railroad and social circles who congratulate him on his well-merited promotion. The position is one of the best in its line in this district. Bro. Fichthorne was formerly a member of Columbus Division, but is now a member of 241. He took charge of his new office December 3d.

Central of Georgia Railway.

Atlanta Division:—

Not seeing an item on Bro. A. W. Waller's marriage in the October number of our Journal, and as I am acquainted with the details, will endeavor to give the TELEGRAPHER the benefit of this event. Bro. Waller was married on the 26th of October at three o'clock in the afternoon, to Miss Georgia Inez Pye, of Monticello, Ga. The ceremony took place at the bride's home, where many friends witnessed the great event of our brother's life. Mrs. Waller is one of Georgia's prettiest and most attractive young ladies. Bro. Waller is to be congratulated on winning the hand of one so worthy of his esteem. We, the O. R. T. boys, wish them a happy and long life of success. Immediately after the ceremony the bridal party was driven to the train and the happy couple left under a cloudless sky for their future home at Wadley, Ga., where Bro. Waller is

situated as chief clerk in the agency department of the Central Railroad. Bro. Waller is a young man of great ambition, and knows his business when it comes to railroad work or handling the "key." Much luck and many good wishes to you, "M. A." "J."

Savannah Division:

If I may be allowed space for a few words, I will try to give a few "dots" from this division. I hardly think it has ever shown its O. R. T. colors.

There are a number of operators between Macon and Savannah; most of them are very good, but sorry to say but few are held with the little band that binds so many together. It is a small question to ask why; but how about the answer? Some are not able, they say; others don't care to be with us. But the truth is, if told, they haven't "back-bone" enough to bear the banner, or energy enough to find out what is the matter. To say there are some on this division who claim to be O. R. T.—and members of olden days—who fall short of their claim, would hit the nail squarely on the head. Some others claim they have been assessed time after time, until they are tired, and yet they are O. R. T. at heart. This kindly feeling possibly sails away as do the words, into the swamp of Southeast Georgia, to play hide-and-seek with the playful mosquito.

I think I have been a member of the Order as long as these grumblers, and I have only been assessed once, and am willing to be again. If one must leave us for this, I say, "let'er go Gallagher." If they can't stand high tide what would they do in a storm? Besides others who would be with us would have no kick coming on this side, yet why should anyone stand back? Get all the best, the others will have to realize their misfortune, "United we stand, divided we fall." The above assessment I refer to was made on account of so much sickness during the last summer. If a man was not an O. R. T. man and a telegrapher, I would feel it a good deed to help him if he were in need; however, I prefer helping a brother first. CERT. 146.

Norfolk and Western Railway.

Editor Telegrapher:—

Bros. Coman and Bickers are doing a good business at Island yard.

Bro. Gulley assisted by Bro. Wilson is working days at Lynchburg tower with Mr. Cabaniss for night man.

Bros. H. L. Sale and Mitchell are working at Durham Junction.

Hon. G. C. Wiley and Mr. Jack are working at Halsey.

Bros. Shipp and Queensbury are at Forrest.

Messrs. Owen and White are at Bellevue.

Messrs. Falconer and Newman at Lowry.

Bros. Warner and Ash at Bedford.

At Thaxton Bro. Magann is doing two men's work, with Bro. T. H. Smith for night man.

Bro. Buckley and myself have Irving.

Bros. Bostick and Hazlewood at Montdale.

Bros. Stewart and Ran Sale at Ironville.

Bros. Overstreet and Purvis at Blueridge.

Bros. Jacob, Rufus Bower and Alfred Sale at Webster.

Messrs. H. C. Smith and Merriman, Bonsack, and Mr. Harritt and Bro. Franklin at East Roanoke; and at Roanoke we have Bros. Graves and Foller, two staunch members, who are willing and anxious to perform their duties.

Our last regular meeting was held on the 17th inst., and the report which came afterwards was much enjoyed. Those who failed to attend the meeting missed a hearty treat.

Monthly meetings are a thing of the past and we hope the System Division plan will create universal interest and accumulate much strength. If our entire membership will take Bros. Layman, Lankford, Graves and Foller as their criterion they would have nothing to fear. It is hoped that each member of the fraternity will labor earnestly for their improvement.

As we witness the expiration of the old year and the entrance of the new year we have much to encourage us, while we admit with reluctance that we have not won everything we demanded, we have won many things to be thankful for. Constant perseverance will constantly win advantages.

Yours in S. O. and D.

L. B. BABBITT.

From the Southern Ry.

Upon looking over the excellent articles in THE RAILROAD TELEGRAPHER I feel it my duty as a member to add something to the cause of the members of our Division, No. 171, and hope by so doing that I may induce some operator worthy of our Organization to join in with us and lend us a helping hand. Believing his non-membership is more likely to be a result of inattention than a lack of interest to the Organization, I beg of him to give the matter fair consideration. Look back and read the schedules and agreements which have been signed during the year 1898. More than in any year since 1892. Look at the operators on a well organized road whose minimum salary is forty-five dollars per month, and receive a compensation for every hour overtime. Why is it that the conductors and engineers receive so large an amount for their labor when their responsibility is no greater than ours? Why is it that they get pay for every hour overtime they make, while the ordinary operator does not receive one-third of his wages, stays up until ten and twelve o'clock, and sometimes all night to wait on the local freight or by the order of the superintendent to report some special train at offices where there is no night operator, and not receive one penny for his extra duty? Mr. Non-Member, are you going to let this condition remain as a permanent thing? Do you not deserve as much as one-half the engineers' wages? Will you not join in and help us to hold down our grievances and strive to obtain justice? Does not your conscience condemn you in that you are doing a great injustice to yourself and to those whom you have to support by remaining silent and neglecting to join the Order of Railroad Telegraphers? We should have men of good character, telegraphers whose intelligence and honesty has led them to a plane of respectability. Do away with the incompetent, unprincipled telegrapher. Exterminate the ham factories and we will find ourselves toward a plane of

respectability, with a position worthy of our most earnest attention. Strong efforts are now being made by the officials of this company to hold the telegrapher's head between their knees with threats that the operator will be discharged if he joins the Order. But the consolation is, the threats only seem to make the operators the more determined. They are beginning to realize the benefits of the organization through the actual personal interest to themselves, and are now asking themselves why is it that they have been so blind since the establishment of the Organization, not to join in a body and stand as one man?

This Division is becoming organized more rapidly than we expected. The Organizer is doing a good work, and we wish him much success in his endeavors to unite the telegraphers into a solid body.

Wishing the non the compliments of the season, and a prosperous and glorious New Year to the Organization. Yours in S. O. and D.,

JACKSNAPPER,

Cert. 606.

Memphis Division:—

A non went to sleep on duty and is now enjoying a Christmas vacation. The O. R. T. will not help any man out that sleeps on duty whether member or not unless some very excellent reasons are put forth. Sleeping on duty should be prohibited by law as well as by railroad companies.

Changes in the agency department of this Division continue. Mr. E. H. Craig, an ex-member, has been appointed agent at Leighton, J. E. Maples at Town Creek, J. A. Wilson at Hollywood. Old men having resigned on account of too much work for so small pay. Some agents near terminals are having tough times meeting the local freights. They sometimes get leave to go and have the train crew awaken them. Where is the pay for their overtime? Declared as dividends, we suppose.

Bro. Perham's report of the insurance department is very gratifying, and we believe that within a short time it will be one of the main-stays of the Order.

When we take our vacations let us carry our hand-spikes and try to pry our next door telegraph neighbor's eyes open so he may see the rugged path he is traveling.

CERT. 93.

Washington Division:—

There are more than a few solid Order men on this end of the pike. Come out, boys, and have something to say. Do not sit back there with your feet upon the table and your pipe in your mouth. Let the members of other Divisions, and everyone, know how we stand.

Now let me try to give some of the news on our Division. Everything seems to be very quiet along the line, only a few men getting off during the Christmas holidays. Operator Davis, at Alexandria, has been off several days; Day Relief Man Bro. Townig, relieving him. We still find our C. T., Bro. Kelly, at "MA." Operator Saffell, the owl man at Ditchen tower, has been working the third trick at Monroe during the Christmas rush. He was relieved by Extra Operator Roark. Operator Merchant, of Burkes, nights, reports sick relieved by Extra Operator Ford.

We are sorry to hear Bro. J. Lawler, of Calverton, ask off on account of sickness in his family. Hope to see him out soon.

I had the pleasure of giving Night Relief Man Bro. Buckley a hearty shake a few days ago. Bro. Lawler still hangs on to Catlett's. As we pass Clifton we get a glimpse of Bros. Adams and Ford's smiling faces.

Bro. Anderson, of Remington, nights, has been off on account of sickness in the family.

Bro. Brittle, of Remington, days, has been off during the holidays. Relieved by Extra Operator Burke.

Congratulations to Operator Lewis, of Brandy, days, who was happily married on December 27th to Miss Middleton, of the same place. Good luck, old man.

We see the smiling faces of Bros. Shelton and Nolan, of Winston.

Bro. Pattie, of Rapidan, was off a while during the holidays; relieved by Extra Operator Spitzer.

I must close my key. I think I am breaking. With best wishes, I am,

Yours in S. O. and D.,

TUFF.

Harrisburg, Pa., Div. No. 3.

At our regular third Sunday meeting, held December 18th, the following officers were elected for the year 1899:

Chief Telegrapher—H. M. Fultz.

First Assistant Chief Telegrapher—H. B. Olewine.

Second Assistant Chief Telegrapher—J. E. Atkinson.

Secretary—E. C. Miller.

Treasurer—E. L. Zimmerman.

Marshal—P. A. Herman.

Outside Sentinel—C. W. Stahl.

Inside Sentinel—H. D. Germer.

Past Chief Telegrapher—W. W. Shope, Jr.

Executive Committee—S. D. Howard, Frank Castine, W. W. Shope, Jr.

Local Board of Adjustment—E. L. Zimmerman, H. M. Fultz, E. C. Miller.

Delegate to Convention—S. D. Howard.

Alternate—H. B. Olewine.

Now, brothers, the above have been selected to look after the welfare of our Division for one year. Give them any and all the assistance you can towards furthering the interests of our organization. The officers are not the only ones who are supposed to do the work, but each and every member should consider themselves duty-bound to render all possible assistance towards the up-building of our order, and not place all the responsibility on the officers' shoulders. If the victory, recently won by our American forces at El Caney, had depended entirely on the officers, how many would be left to tell the tale? Understand, we have enough confidence in our officers or we would never have elected them, but they should not be depended upon for everything.

The boys on the old middle Division have awakened to their own interests and are coming to the front gradually. At the present rate we will have them pretty well lined up in a few months. Brothers, don't pause for one minute in our noble

undertaking, but keep at them and don't give up until we have our membership roll as full as we can get it with the eligible material on this Division, and remember that delays are dangerous. As the \$3.50 rate has been continued for another term, we should be able to reap some benefit through this reduced rate. If the non-members on this Division don't see fit to take advantage of this golden opportunity to affiliate with our organization, they stand in their own light, and the chance should not be offered again, at least for some time. Perhaps some day they may be able to realize the benefits derived from a thoroughly organized road, but it might happen to be too late for them to overcome the many obstacles that are sure to be placed in the way. Now is the time. Don't put it off one day. Show the intelligence and proper spirit which every telegrapher certainly should possess. Don't think that by being tied to the apron string of some petty official, you are going to gain favors. You might for a while, but the chances are they won't last long. Just as soon as they see the folly of holding back, that much sooner they can look for a betterment of their condition. Hope they won't need another warning.

Bro. Fultz is on the sick list with the grip. Hope to see him about soon.

Bro. Germer has provided himself with a photographer's camera, and will soon be prepared to take family groups at low prices.

Bro. E. C. Miller is wearing a smile about seven feet long. Cause, a nine pound O. R. T. boy.

Bros. Banks of Ryde, and Kloss of Huntingdon, attended our last meeting in December. Come again boys. Glad to have your company.

Our installation ceremony was most eloquently performed by Bro. Burke at our meeting on New Year's day. For a new beginner, "Burkey" handles the reins with good care and judgment.

Div. Cor.

Cumberland Div. No. 162.

The division met in regular session December 21st, at eight o'clock p. m., with a goodly number present.

Our division has been honored with the presence of Secord Assistant Grand Chief Bro. James B. Finnan at our last two regular meetings. At the first meeting at which he was present he gave us a rousing address, which had an invigorating influence on all present, but at the last meeting, we regret to say, that owing to the press of important business, we could not give him the attention due so distinguished a personage.

The Secretary and Treasurer presented his annual report, which showed the division to be in a flourishing condition. We have a nice sum in the treasury, and our numerical strength increased by over thirty-nine per cent. in the past year. But, brothers, the work is not all done yet. I think we can truthfully say, and with pardonable pride, that the work of 1898 was well done; but that does not lessen our duty for 1899. Let everyone make an effort to bring in the "nons."

We lost but one member for non-payment of dues during the six months ending December 31, 1898, and but two during the six months ending June 30,

1898. This is remarkable, when we remember that we have usually dropped five or six.

This being the meeting for the election of officers for the ensuing year, and delegates to the next Grand Convention, the following were elected:

Chief Telegrapher — C. H. Lovenstein.

First Assistant Chief Telegrapher — A. Heltzel.

Second Assistant Chief Telegrapher — R. Cornwell.

Secretary and Treasurer — C. S. Houser.

Marshal — J. H. Ryland.

Inside Sentinel — W. G. Morris.

Outside Sentinel — T. F. Corcoran.

Delegates — H. C. McAdams and J. Z. Terrell.

Alternates — C. A. Woodward, Jr., and W. G. Morris, respectively.

Local Board of Adjustment for B. & O. R. R. — A. Heltzel, H. W. Grenoble and B. L. Blockwell.

As we are now stepping upon the threshold of a new year, we must not slacken our pace, but must go forward with a uniform, accelerated motion; and may each officer and member perform their several duties with alacrity and precision, and may the God who is the Father of all good things, abundantly bless our noble Order, and the heart and home of each brother and sister.

Yours in S. O. and D.,

C. S. HOUSER, Sec. and Treas.

Columbus, Ohio, Div. No. 38.

The regular meeting of the division was held December 13th, at the home of the Emmerich brothers, 312 Siebert Street.

Bro. J. B. Finnan, Second Assistant Grand Chief Telegrapher, was present.

The following were elected as officers for the ensuing year:

Chief Telegrapher — L. A. Bowman.

First Assistant Chief Telegrapher — E. F. Emmerich.

Second Assistant Chief Telegrapher — James F. Dixon.

Secretary and Treasurer — Percy E. Wright.

Marshal — W. W. Tammage.

Inside Sentinel — C. A. Anderson.

Outside Sentinel — C. A. Emmerich.

Percy E. Wright and E. F. Emmerich were elected Delegates to the Convention, and L. G. Jackson and L. A. Bowman were chosen as alternates.

PERCY E. WRIGHT, Div. Cor.,

Worthington, Ohio.

Baltimore and Ohio Southwestern.

Sympathy! What would the non-members do without thee? How often we hear that word when we ask a "non" why he does not become one of us. He usually says: "Oh, I am in sympathy with the Order, and think it is a good thing, but I have not got the money at present to join."

Three or four months later you see the same "non." He will tell you the same story over again, although he may be enjoying the "golden fruit" in the shape of sixty dollars or more a year increase in salary, gained by the untiring efforts of the O. R. T.s on that road; or, say, for example, this road — the B. & O. S. W. — for we have several "nons" on

this road who are getting from five to ten dollars increase in salary a month, yet they seem to think that the O. R. T. is no good.

Sympathy is a very good thing to have in time of trouble, but if not accompanied with coin, I am sure the O. R. T. would have a quick death. If I did not have any money and wanted something to eat, and, going to a grocery man, would meet with the following: "Very sorry we cannot accommodate you, but we sell strictly on a cash basis," sympathy alone would not be worth very much to me, for with that alone I could not long satisfy the cravings of the inner man.

A few words more before I cut out. The letter signed by "A Traveler," in the December Journal, voiced my opinion to a "T." We do not want a repetition of the A. R. U. to happen to the O. R. T., and that would be the outcome if we keep letting people in the O. R. T. who are not telegraphers. I say we had better draw the line, since we have permitted linemen and levermen, and have nothing more to do with expansion, or we will be wanting old China.

Yours in S. O. and D.,

"RE," CERT. 73.

Providence Div., No. 256.

Meetings of the above Division are held on the first Saturday of each month at 8:30 p. m., and on the third Tuesday at 9:30 a. m., at No. 193 Westminster street, Providence, R. I., where all members, both of this and other Divisions, are cordially invited to participate in friendly communion, and assist in the work of advancing our cause.

The meeting of December 3d was called to order by Chief Orr, with thirty-five members present, besides several visiting brothers.

Minutes of meeting of November 5th were read and approved.

About twelve members were reported present for the regular day meeting on November 15th, but owing to a lack of interest on the part of a majority of those present, no meeting was held. Brothers, the day meeting was established for your especial benefit, and should receive your hearty support.

W. S. Griffiths, H. B. Payne and R. T. Downs were accepted on transfers from Division No. 58, making in all seven from that Division since January. Noble specimens of the Southern clime they are, too. Bills to the amount of three dollars and three cents were read and ordered paid.

An outline for jurisdiction for Division No. 256 was presented by Bro. Orr, and unanimously accepted by the Division, and copies ordered sent to Divisions Nos. 34 and 241 for their approval.

Neighbor 34, what say you? The object of establishing this boundary is to do away with dispute as to which Division shall claim the membership of those stationed on or near this boundary.

This being the meeting for the annual election of officers and delegates, it fell to the lot of Bros. Herbert, Cooly and Downs to act as tellers, and the contest began. For Chief Telegrapher, five were nominated. Bro. F. H. Orr, present Chief, being one of the number, declined, and four were balloted on, resulting in the election of Bro. Geo. E. Joslin, former Secretary and Treasurer.

For First Assistant, four were nominated and balloted on. After taking a fourth ballot for a majority, Bro. M. D. Hedges was elected.

Nominations for Second Assistant were then made. Sister Hattie was elected without opposition.

For Secretary and Treasurer, Bro. F. L. Fowler was elected without opposition.

For Marshal, there being no opposition, Bro. A. A. Hebert was declared elected.

For Inside Sentinel, Bro. T. F. Fox was elected by a majority of twenty-five over Bro. Hardeman.

Quite a lively contest was had over who should be Outside Sentinel. This fell to the lot of Sister Nickerson on the second ballot, by a majority of eleven over Bros. Shields and Helmer.

Brothers, this is a signal to be on hand early so as not to keep our Outside Sentinel waiting in the lobby.

Next came the event of the evening—that of electing Delegates to the Grand Division Convention next May. "Oh, what must it be to be there!" Owing to the lateness of the hour after electing the first Delegate, the meeting adjourned, on motion, to get a dispensation from the Grand Chief to elect the other two Delegates at our next regular night meeting, January 7th.

It is pleasing to note the increase in membership to our Division since January last, having at that time forty-three. To that number add eleven, admitted by card; thirteen initiated by the Division, and 120 by the Organizer, making 187 to date. Much credit is due to our Organizer, Bro. R. P. Neil, for the work he has done in this section. His failures to convince the "nons" of the errors of their ways are few and far between. Prospects are good for fifteen or twenty more to be added to the list before the close of this year.

It is a source of real pleasure to note the interesting reports from other Divisions each month in THE TELEGRAPHER. The idea originated with our Grand Secretary and Treasurer, and all will agree with me that it is a good one, especially for those members who are unable to attend meetings. Unless the Editor judges my articles more fit for the waste basket than THE TELEGRAPHER, you may look for something from 256 each month.

With best wishes for the advancement of our cause, I am,

Yours in S. O. and D.,

CERT. 138.

Choctaw, Oklahoma and Gulf.

Christmas has come and gone with all its enjoyments, happiness, grief and sorrow, and the new year is here.

While making good resolutions for our future guidance, let us not forget our work for the O. R. T. Be sure that the new year finds us with a new card in our pocket, and new zeal in our hearts, and new energy in our work. As the mails brought to me on Christmas day a new gift from our noble Order—a new card—I could not help thinking what a valuable gift it was. While I, of course, paid my little dues myself, yet what a gift from a united brotherhood of co-laborers.

This gift means much. It means that there is a fraternal organization of which I am a part; that I

am entitled to all the benefits to be derived. It means much to me while I am permitted to work; it means more should I be thrown out, and still more should I be called on to hand over the final balance sheet and retire from the services of this world. It means that my wife and babies would not be left entirely on sufferance; that there had been provision made whereby my loved ones could pay the last funeral expenses and pay their way to their people, and that they would then have a neat little sum to keep soul and body together.

How thankful I am that I am able to give my family the assurance that while I am permitted to work I am at least working for an honorable cause—the elevation and emancipation of labor—and that I will probably live to enjoy the fruits of that labor, and that when life is at an end with me, my family will enjoy the most abundant harvest.

When I read our brother Secretary's letter and report of the "M. B. D.," I cannot help but thank everybody and everything that has been the means of securing such success and opening out such a bright future to poor, down-trodden wage-earners, and, more especially, to the telegraph fraternity. I feel that the M. B. D. is an established necessity; that it will ever be a part of the O. R. T., and that the O. R. T. will stand for its principles as long as those principles remain a part of human justice; that our noble Order will ever be found in the van of progress fighting for the right, and that grievance after grievance will be planted under foot.

As to the Order on this line, I am sorry to say that it is not what it should be, but we have a bright future even here if a few will go to work.

We have some good members, and some who are almost asleep. Why not wake up from our lethargy and buckle on the armor of diligence and work? Send out your TELEGRAPHER and do some missionary work among your neighbors. I have been sending my TELEGRAPHER where I thought it would do some good. Why not all do so, and then compare results in a few months? Already I have the promise of one who is out in the cold to come in and be sheltered, and I shall not rest until the shelter shall have been found; and if some sleepy member should happen to receive a marked copy of THE TELEGRAPHER I hope he will pass it on, and go and do likewise.

I will "cut out" now by making an earnest appeal to members everywhere to be sure that you are provided with the compliments of the season—the new card.

Yours in S. O. and D.,

CERT. 2202.

New Mexico Div. of the Santa Fe.

Thinking some of our comrades would like to hear from us once again, I take the liberty of writing a few lines. We have at

Timpas, Colo., D. L. Hazzard as agent, and Mr. Weathers as night man.

Bloom, Colo., W. Sheppard as agent and operator. Thatcher, Colo., Van Loon, agent, with Kelly, nights.

Earl, Colo., Bro. Rynerson, agent, Jenkins, nights. Hoehnes, Colo., Bro. Ryan as agent and operator. Trinidad, Colo., Bros. Gibson, days, and Cechran, nights,

Starkville, Colo., Bro. Walker, days, and Johnson, nights.

Morley, Colo., Bro. Lonergan, agent, with Millikan as night hawk, Kealy, formerly nights, having gone to Greenriver, Wyo., with Turner, former night man at Earl.

Lynn, N. M., Bro. Elliott, nights, while his wife works days.

Raton, N. M., E. F. Gregory, chief dispatcher, L. H. Ball, first trick, W. L. Gray, second trick, and Bro. E. Kaapeke, third trick; G. F. Fisher, manager, Zeigler, days (promises to be with us the 15th) and Bro. O. H. Youse, all-night man.

Dillon, N. M., Bro. D. Comstock as agent, and a better worker for the good of our cause could not be had. Bro. L. C. Bonham helping out during busy coal rush. Bro. Bonham, lately from the Rock Island, is working on his Rock Island friends to join, but it seems a hopeless case.

Dorsey, N. M., Bro. E. D. Griffith, agent, with Black, nights, from Chicago.

Maxwell City, N. M., F. A. Van Riter still holds forth as agent.

Springer, N. M., Bro. F. B. Strong, agent, while J. W. Quick does the night work.

Colmer, N. M., Bro. C. E. Mills does the work days, also puts in extra hours at night.

Wagon Mound, N. M., Bro. J. H. Chilcote, working nights, lately of Maxwell City, but as "PB" has been closed our brother has been transferred.

Watrous, N. M., Bro. Slagle, nights, holding up-to-date card with Pittsburg Division.

Las Vegas, N. M., Bro. Samuel Levy, manager, also Bros. Philbrook and W. Barush.

Chapelle, N. M., Bros. C. R. Kimball, agent, D. P. Bissell, night man.

Ribera, N. M., Bro. E. R. Lane.

Rowe, N. M., Bros. H. J. Pritchard, agent, and F. M. Jones, nights.

Glorieta, N. M., Bros. C. A. Schrum, agent, P. K. Bowen, nights.

Larry, N. M., we have A. R. Quick, agent, and Bros. C. M. Strauser, J. W. Jackson and E. H. Whitcomb.

Cerrillos, N. M., Bro. O. J. Culver.

Waldo, N. M., Bro. E. E. Herrmann is agent and operator, and is kept busy on account of the coal rush.

Santa Fe, N. M., Bro. C. E. Beinert takes care of the night work.

If any of our worthy brothers have been overlooked it has not been intentional, but simply because we have not got their names. If those who have been overlooked will kindly send in their names, they will be put on the list, and receive such information as we have, which they would be glad to get.

At the election of officers the following were elected:

Local Chairman — D. Comstock.
Assistant Chairman — V. L. Lonergan.
Assistant Chairman — E. E. Herrmann.
There have been several changes on this Division lately.

H. B. Miller, from the C. & O., former agent at Thatcher, Colo., left to try other fields.

Mr. Hill, from Kansas City W. U. office, worked at Lynn a few nights for Bro. Elliott. We understand that Bro. E. buried his young baby a few days ago. We extend our sympathy.

Mr. Williams, from St. Louis, who worked as second operator at Raton, has lost his office on account of a reduction in the force. He now holds forth at Glorieta, N. M.

Div. Cor.

From the Lone Star State.

Business is very dull in Texas just now and a good many of the operators are being pulled off on account of it. There will not be anything in the South for the telegraphers until cotton season opens up again.

I noticed a piece in the December TELEGRAPHER from Virginia, signed "A Traveler," and I am of exactly the same opinion, and I also believe in asking the train crews to help us out in running the hams from the offices. We should make it unpleasant for any man on the line that would teach a ham.

There is not to my knowledge to be found in any of the offices on the Katy, "a ham factory." We have as good a set of men down here as ever opened a telegraph key, and we are all O. R. T.

I will try and give you a few of the boys down in the Lone Star State. At Houston we find Bro. Tate and Bro. Washburn, days, and Bro. Lott holds the night trick. At Brookshire we find Bro. Mills, agent and operator. At Sealey we find Bro. H. E. Biggs as agent and Bro. White as day operator; don't know who is holding down night trick, now. At Catsprings, Texas, we find Bro. Yates. At Fayetteville we find Bro. Hurmanac as agent and operator, with a new night man. At New Ulm we find our old "HR" Hersberger as agent and operator. At LaGrange, Bro. Vermillion day operator and Bro. Ouer at the cashier's desk at freight office, and at Western Union and passenger depot we find Bro. McClure as operator and ticket agent. At West Point we find our friend Mr. J. S. Ellis, formerly of Reedville, as agent, and operator. At Smithville we find J. H. Bean as chief dispatcher, and the following trick men: J. L. Walsh, first trick; G. W. Hughes, second trick; T. J. McCune, third trick, south end; and on north end we can hear C. H. Mullinix, first trick; F. Rudd, second trick; B. H. Knapp, third trick, and Operator C. C. Forrest as manager; as copy operator we find Bro. Ed. O'Connell, days, and Thos. Heaney, nights, and they are a fine set of boys. At Bastrop we find Bro. J. J. Carson as agent and Bro. Haywood as day operator; at Elgin, Bro. Thompson as agent, and Operator Maynard, days, a new man down here; at Taylor we find Bro. Kyle as day man and Bro. Bartee as night man, formerly of "JN" office; at Granger we find Bro. Jones as agent and operator; at Bartlett we find our old friend Mr. Donehue as agent, who holds the wires down there days; at Temple we find Bro. Dutton as day man and Bro. Hills, nights; at Lorena we find Bro. Fultz as agent and operator; at Waco we hear the old "DA" Bro. J. J. Dermody, formerly copy at "SM," days, and Bro. Rice, nights; at Texas Central Junction we find Bro. S. T. Best relieves regular agent and operator, Custead; at South Yards office we find Bro. Mansfield, days, and I don't know the night men as they are new men, and on the San Marcos Branch we find at San Marcos, Mr. F. E. Maguire, agent and operator for Katy, and Bro. J. P. McLaughlin, nights, for the I. & G. N. Ry., and Sister Coupland, days; at Reedville we find Bro. G. C. Voelkel as agent and operator; at Lockhart we find Bro. E. P. Via as day operator and our General Chairman, Mr. F. S. Werner, as agent. We are glad to have have you back with us, you are always welcome. At Rosanky we find E. B. Hooe as agent. Telegraphing will be closed there about the last of December, letting King Chapin Cole out on extra list, but we all think, from the looks of the household goods he carried away with him, he is going to get married and settle on a farm.

Well, Mr. Editor, I will close my key. Hoping this will not fall from your desk to the waste basket, I will try and give you a more interesting letter next time.

CERT. 152, Div. 22

Selected

A Telegraphic Wooing.

TOM WALTON was very much surprised at finding himself deeply in love with a girl whose name he did not even know. It happened in this way. Tom was a telegraph operator in the city, but lived in a small suburban town. As he sat in the train one morning on his way in to work he noticed among the passengers who boarded the train at one of the stations a beautiful girl who entered his car and took the seat directly in front of his. The morning paper had no further interest for Tom that day. All the way in to town he sat watching the girl in front of him. I shall not attempt to describe her. Tom says she is the most beautiful girl he ever saw. Of course he is prejudiced, but I must admit that I have only seen one girl who surpassed her. However, that has nothing to do with my story.

What impressed my friend even more than her beauty was her extreme modesty — not the timid, fluttering kind of modesty, which is so easily imitated by the heartless coquette, but the strong, self-reliant kind, which makes men keep their distance. She did not shrink from the admiring glances bestowed upon her by every man in the car; neither did she encourage them. She simply ignored them. A man who would attempt to flirt with such a girl must either be a fool or be gifted with unlimited assurance. Tom was neither; so he contented himself with admiring her in silence.

Week after week went on, and each day found poor Tom more and more deeply in love. The unconscious object of his admiration traveled on the same train every day. Sometimes she sat near him, and his eyes nearly devoured her wonderful beauty. At other times she sat at the other end of the car, where he could only catch occasional glimpses of her past the heads of his fellow-passengers. One day he made a great dis-

covery. Her name was Helen. He had heard a girl friend call her so. That night Tom sat up until three o'clock, writing love letters to Helen, and tearing them up as fast as he wrote them.

The next morning Helen again occupied the seat just in front of Tom. He sat gazing at her and building castles in the air. Presently his mind turned to the love-letters he had been writing and he began to frame a new one. As he mused, he idly fingered the window catch, which made a clicking sound similar to that of a telegraph instrument. Unconsciously he spelled out the words of the letter.

"Dearest Helen," ran the message, "I love you dearly. Say you will be mine and —" but he got no further, for suddenly the girl turned in her seat and looked him full in the face, her eyes blazing with indignation. Then she turned back and seizing the catch on her window, clicked out the reply:

"How dare you?"

Tom was completely dumbfounded. He felt like jumping out of the window and ending his miserable existence. He reflected, however, that such a rash proceeding would do him no good and might possibly wound the feelings of the young lady. Moreover, his first duty was to apologize. Of course it would not do any good. She would never have anything to do with such an idiot as he had shown himself to be. Still he could not well leave matters as they were, so he again reached for the window catch.

"I beg your pardon," clicked the improvised key.

"Your insolence is unpardonable," was the reply.

"But let me explain. I did not know —"

"I don't care to hear your explanation."

Just then the train pulled into the station and the offended girl left the car without so much as looking back.

Tom went to his work with a heavy heart.

He could think of nothing else all day but the stupid blunder which had destroyed all possibility of his ever winning the heart of the fair telegraph operator.

On the following morning he took an earlier train than usual in order to avoid meeting the fair Helen. But he had not reckoned on the fact that she might also wish to avoid him. This was the case, however, and Tom was somewhat startled when he saw her enter the car. There was only one seat vacant and that was just in front of the unhappy young man. It seemed as though the fates had conspired to bring these two people together. The longer Tom pondered the matter, the more he saw the hand of destiny in this matter, and he decided to make one more effort to obtain forgiveness. Reaching for the window catch he sent the following message:

"I'm awfully sorry I offended you yesterday."

There was no answer and the young man continued:

"I had no idea you understood me; I unconsciously telegraphed what was passing in my mind."

Still no answer.

"If you don't forgive me I shall be miserable for life."

At last the answer came:

"Please stop. You are attracting everybody's attention."

"Then let me come and tell you how sorry I am."

After a long pause the girl answered: "You may come."

Tom's heart leaped with joy as the window catch clicked out these words. He lost no time in accepting the invitation, and it was not long before he had persuaded her to forgive his foolish conduct of the day before.

After that he met her every day on the train and their acquaintance soon ripened into sincere friendship on the part of the young lady. As for Tom, his feelings had long ago got beyond that stage. They talked of many things during their daily rides to the city, but for a long time they both avoided all mention of the episode which led to their acquaintance.

One day, however, Tom said: "Do you remember the message I sent you by the window catch?"

"Of course I do," replied his companion, looking out of the window to hide her blushes. "How could I forget such a piece of impertinence?"

"I know it was impertinent, and idiotic and all that," replied Tom. "But still, if it had not been for that, I should never have known you; so I am not at all sorry. Are you?"

"How can you ask such a question? Haven't I forgiven you long ago?"

"Yes, but forgiveness is not enough."

"Not enough!"

"No. I want something more. I -- you know -- well, the fact is, I -- I meant every word of that message, Helen. Tell me, if I should repeat that message now, what would your answer be?"

Still looking out at the flying landscape, Helen placed her dainty finger on the window catch.

"Click, click, click, click." Tom's heart was in his throat as he heard the instrument click her answer, "Yes."--*Isaac Anderson, in San Francisco Post.*

Reaching the Pole.

JUST as the magnet always turns to the pole, so human endeavor for centuries past has been similarly directed.

Whether at any future time it will be vouchsafed to mortals to reach the pole is a matter as to which, for various reasons, considerable doubt may be entertained. But would such an achievement be desirable? I assert the contrary quite seriously.

If any one really got to the pole he would, in common parlance, be utterly "at sea," simply because at the pole there is no possibility of ascertaining one's whereabouts. A person arriving there would find an altogether different world before him. Like a blind man he would grope about and vainly endeavor to get back whence he came. This by no means enviable situation is calculated to thoroughly destroy the illusions which he may have cherished when starting on his polar expedition. His completely changed position would be accounted for by the fact that when stationed at the pole the direction to the north would be found to coincide with the line to the zenith -- that is to say, the point exactly above us. The opposite point -- viz, the nadir -- would

coincide with the direction to the south. The longitudinal circles, and hence also the meridian of the locality, would coincide with the circles of latitude; an equator would coincide with the horizon. Hence an astronomical determination of the locality, according to latitude and longitude, is altogether precluded.

The same may be said as regards determining one's bearings in any direction. The compass, too, will fail there, because its horizontal intensity is so slight as to preclude the possibility of its action. The only criterion for judging that one has arrived at the pole is that the observed altitude of the sun, after having been corrected to altitude above the true horizon, is found to coincide with the value of the declination of the sun for the day in question. Moreover, in those regions there is scarcely a day on which dense fogs do not prevail, and sixty or more degrees (C.) of cold, such as mostly exist there, will enhance the difficulties of observation to such an extent that it can only be a question of approximate estimates. Such conditions are by no means enviable, and are scarcely calculated to induce us to long for them with all our hearts.

But these are not the only things which are likely to make a sojourn at the pole a never-ending torment. Worse than all the rest, one cannot count the passing hours there; in other words, there is no criterion for determining the time of day. During a period of six months the sun will neither rise nor set, but during the whole of this time will always remain either above or below the horizon. As the earth revolves round its axis in twenty-four hours, the sun apparently describes, during the same interval, a circle of 360 degrees round the sky,

being visible at an altitude equal to the declination whenever declination is of the same name as the pole at which the observer is stationed.

The numerous attempts hitherto made to reach the pole have, as a matter of course, been by water—that is to say, by ships and sledges. The idea that one might get there by an aerial passage has not gained ground until recently, but if we consider that balloons are not navigable, and hence are liable to be carried away in any direction by any air currents that may accidentally prevail, and in the most unlikely event only to the pole, no one possessed of but a moderate allowance of common sense will comprehend how success could have been expected from such an enterprise. Moreover, determinations of locality cannot possibly be made from a balloon with any approximate degree of accuracy. — *Nautical Magazine*.

A Transoceanic Telephone System.

Mr. Thomas A. Edison has a novel scheme for establishing a telephone system across the ocean. The idea is to have a series of anchored floats, connected by cables. These floats, or "midway relay stations," would be at a distance of from fifty to one hundred miles, and located, if possible, on shoals. At each station the electric current could be reinforced, thus making up for any leak in the cable and the loss due to the conductivity of the water. Although the amount of capital necessary to put such a system in operation would entail millions of dollars, the results derived would be universally and continentally beneficial, and would, it is asserted, more than overbalance the expense. — *The Telegraph Age*.



Grand Division

OFFICIAL DIRECTORY

GENERAL OFFICES, PEORIA, ILL.

GRAND OFFICERS.

W. V. POWELL,

Grand Chief Telegrapher, Peoria, Ill.

J. B. FINNAN,

2d Asst Grand Chief Telegrapher, Peoria, Ill.

H. B. PERHAM,

Grand Secretary and Treasurer, Peoria, Ill.

M. M. DOLPHIN,

General Counsel, Kansas City, Mo.

GRAND EXECUTIVE COMMITTEE.

Charles Daniel, Chairman, Box 183, Atlanta, Ga.

S. C. Mahanay, Secretary, Meramec Highlands, Mo.

L. A. Tanquary, Cuchara Junction, Colorado.

Wm. White, 306 Horton St., London, Ontario.

C. L. French, Cumberland, Md.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, G. S. & T., Peoria, Ill., in addition to the Secretary of their Local or System Division.

Notice.

The attention of delegates and others is called to Section 47 of the Constitution which provides that the Constitution and Statutes "can only be altered, amended or repealed in the following manner. The proposed change, which can be offered only by a regularly elected delegate or Grand Officer, shall quote in full the section to be changed, incorporating the alteration or amendment sought to be made, *which shall be filed with the Grand Secretary and Treasurer not less than thirty days prior to the meeting of the next biennial convention*, and the Grand Secretary and Treasurer shall have all such alterations or amendments printed and a copy forwarded to each subordinate Division. Upon the assembling of the Grand Division a copy of all alterations or amendments received shall be furnished to each delegate by the Grand Secretary and Treasurer, and shall be considered by the Grand Division in the order in which they were filed, etc." In order that the Grand Secretary and Treasurer may comply with the above law, bills should be submitted not later than April 15th. After that date they will go to the printer and copies will be forwarded to each Local Secretary at the earliest possible moment. Bills received after April 15th will not be printed.

H. B. PERHAM.
G. S. & T.

Notice to Secretaries.

When transmitting the Official Report of Election of Officers for 1899, please furnish this office precise data as to the days on which the division meets, the hour of meeting and the place at which the meeting is held. This information is needed at the earliest possible moment for the new roster now being compiled.

Yours in S. O. and D.,

H. B. PERHAM,
G. S. & T.

Notice to Correspondents.

Matter intended for publication in the Women's Department should be filed not later than the 25th day of the month preceding publication. For Our Correspondents' Department not later than the last day of the month. For the Fraternal Department not later than the 5th day of the month of publication. Correspondents are requested to write on one side of the sheet only, to number the sheets when necessary, and to write names of persons and places legibly, refraining from the use of office calls and personal signs.

Yours in S. O. and D.,

H. B. PERHAM,
G. S. & T.

The Second Biennial Convention.

At the First Biennial Convention of the Order of Railroad Telegraphers held at Peoria, Illinois in May, 1897, the following resolution was carried:

Resolved, That, should the Grand Chief Telegrapher, Grand Secretary and Treasurer, and Grand Executive Committee decide that it would be for the best interest of the Order, they shall have power to change the place of holding the next convention from any other city that may be selected to the City of Peoria, Illinois, on account of the headquarters of the Order being located at Peoria.

In accordance with the above resolution it has been decided by the Grand Officers named therein that it is to the best interests of the organization that the next convention be held at Peoria, Illinois. It will therefore convene in that city on the third Monday in May, 1899 as per Section 5 of the Constitution.

Yours in S. O. and D.,

H. B. PERHAM,
G. S. & T.

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FEBRUARY, 1899

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PUBLISHED AT PEORIA, ILL.

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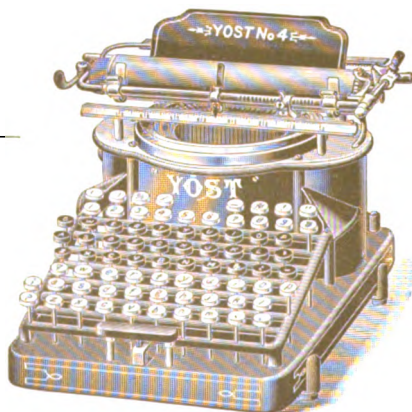
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THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



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FEBRUARY, 1899.

No. 2

EDITORIAL

Localizing Issues.

MANY years ago the railroad telegraphers adopted the plan of localizing their issues, and also of localizing their attention on one particular point until that point was made, and since that time their efforts toward bettering their condition have been remarkably successful. Whenever the telegraphers, or any other class, have attempted to emancipate themselves by a national movement they have not been able to accomplish their purpose and the futile attempt left them in a far worse position than they were before. Men who have voluntarily ceased work would be strong in spirit in one place while they weakened one another in other and distant places. An instance of this may be recalled in the commercial telegraphers' troubles in 1883; the men in Chicago practically had the battle won, insofar as they were concerned. Seven hundred men stood as firm as adamant during the long siege, while only seven men weakened, a record of which any body of men might be proud,

but notwithstanding this sturdiness of purpose, weakening influences elsewhere carried them down to defeat.

Soon after this the idea became prevalent among railroad telegraphers that if they confined their reform movement to one system of railway at a time they would stand a better chance of making progress. It was argued that while one small contingent of the Organization was idle the great majority of men who were at work could easily afford to subscribe sufficient to support them while they made their point. It was on this line of reasoning that The Order of Railroad Telegraphers was formed although it did not adopt the protective feature for some years after it was started. In the light of actual experience it is easy to perceive that a commissary and base of supplies is actually necessary in case of a prolonged struggle. In fact working people have never won anything worth having without these necessary adjuncts.

As this idea properly carried out has been of such great utility to certain classes, the question arises, why could it not be carried

out on a larger scale in order that justice may be established and the progress of the people accelerated?

The people of the various states, territories and provinces have ample power at their command to release themselves from the grasp of the cunning and selfish, if they would but attend strictly to their own affairs and concentrate their efforts on one point at a time. If this were done we would not see places where land and labor, the two prime factors in wealth production, are both lying idle waiting the advent of capital. The business depression that struck every civilized country on the globe in the early part of 1893 was not the result of laws made in any one country. The failure of thirty banks in as many days in Australia in June and July of that year was not the result of laws made in Australia or America. Our time was fully occupied with our own troubles, so much so that many people paid no attention to what was going on elsewhere, but now that the times are improving and the gambling fever is spreading, working people should interest themselves in the question.

To the manipulations of a powerful foreign clique controlling the medium of exchange may be attributed most of the financial and industrial disasters of the past six years, not only in America, but in every country where men go to work when the whistle blows. The means established for quick communication and rapid transit have been used by this clique to further their ends, and business depression hereafter will be world-wide instead of local, unless the people make some movement in the matter. Working people are not benefitted much by what is called good times, although it may be admitted that jobs that pay one dollar per day may be easier to get, but they are the first to feel the ill-effects of hard times. At the best they are teetering on the brink of poverty and a little adversity does the rest. A press cablegram from London dated February 4th says:

"Great Britain's business boom keeps pace with that of the United States. Not in ten years has there been such general prosperity in business and stocks. Apart from the South African boom, which maintains its strength unexpectedly, gold shares

are higher than at the height of the boom of 1895."

That means that speculation is rife again in the world's money center, and it is a foregone conclusion that over-speculation will ensue with its resultant hard times for speculator and workingman alike. What is needed is industrial and financial equilibrium. It is possible to have neither booms or depressions, and it is the people who desire to industriously produce and equitably exchange who will be benefitted, and they must be instrumental in bringing it about. The reins of Government which have been held by speculators and capitalists must be taken by better citizens — the men who produce what the other fellows gamble with.

There is a quick remedy at hand in the direction of direct legislation and more attention being paid to the local law-making bodies.

If the people of the states, or any particular state, territory or province, will see to it that their representatives enact laws calculated to benefit the people without reference to the wishes of people living in other states, territories or provinces they will find these questions easy of solution, and their industrial and financial system will soon be placed upon a solid basis that foreign financial crashes could never disturb.

The G. T. R. Matter Settled.

FOR several months past the telegraphers employed upon the Grand Trunk Railway, in Canada, have had their General Committee in session at Montreal endeavoring to get recognition and a schedule of wages. Matters did not progress to suit the Committee and the Order was called upon to help them out. As announced in the January number, the disputed points were submitted to a board of arbitration under the following agreement:

MONTREAL, December 23, 1898.

ARTICLES OF AGREEMENT between the Grand Trunk Railway and Committee representing the Telegraphers, covering arbitration of matters in dispute between them:

1. Mr. Hays, for the Grand Trunk Railway, and Mr. Powell, for the Telegraphers, will name each to the other, within ten days from this date, their respective arbitrator; the two so chosen to select a third.

2. Each party will pay the expense of their own arbitrator, and the expense of the third arbitrator shall be borne jointly between the two parties—each paying one-half.

3. That the arbitrators shall convene at Toronto, on the Grand Trunk Railway, Friday, January 6, 1899, and proceed to the selection of a third arbitrator; the sessions to be daily and continuous, until such arbitrator is chosen.

4. That after the third arbitrator is chosen, the course of procedure shall be determined by the arbitrators, and that the sessions of the arbitrators shall be daily, until the matter is definitely settled.

5. That the decision of the arbitrators shall be binding on both sides commencing at a date to be fixed by the arbitrators, and continuing for a period of one year and thereafter from that date, subject to change upon a notice of thirty days from either party to the other desiring a change in the same.

6. That the present members of the Committee be allowed to return to the stations left by them before coming to Montreal, without prejudice, and resume their work at once, if desired.

7. That any reasonable number of witnesses desired by the Telegraphers, who are employes of the Grand Trunk Railway, shall be relieved without unnecessary delay for such purpose, on request to the General Manager, and furnished transportation to the point of arbitration and return, provided that the lost time incurred by such employes shall not be borne by the Grand Trunk Railway.

8. That the past actions of the men, in what they believed to be the proper support of their Committee, will not militate against them in anyway in the future.

9. That the following clause (No. 10) shall be submitted to the arbitrators for their decision, as to whether it is a proper matter for them to pass upon.

10. That in the event of the Committee being unable to agree with the Company, as to the reinstatement of E. O'Malley, Mechanic Falls; J. Leroux, Dorval; D. L. Shaw, London, East; E. Ball, Newbury; D. Ray, Toronto, who have been discharged, as is now believed by the Telegraphers, without sufficient cause or justification, that these, too, shall become a matter for arbitration, and the award of the arbitrators shall be final.

11. The matters in dispute between the parties hereto are Rules Nos. 20, 21, 22 and 26 of the schedule presented by the Telegraphers, with the list of salaries paid at stations.

[Signed]

CHAS. M. HAYS.
For the Telegraphers,
W. V. POWELL.

Brother F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, was selected to represent the Telegraphers on

the Arbitration Board, and kindly consented to serve. Mr. B. B. Osler, Q. C., of Toronto, was the choice of the railway officials to look after their interests. The third arbitrator was chosen in the person of Sir William Ralph Meredith, Chief Justice of Ontario.

The Board convened at Toronto on January 23d, and was in session from day to day until January 28th, when the following award was given:

TORONTO, Jan. 28, 1899.

The arbitrators to whom have been submitted the matters in dispute between the Grand Trunk Railway Company and their employes, who are agents and telegraphers, having heard the parties and considered all special cases presented, and the lists of salaries paid, having regard to conditions existing at the present time, and the special features of the Grand Trunk Railway System, *do unanimously award and find as follows:*

(1) That Rules 20, 21, 22 and 26, as altered, changed and amended, and as hereto annexed, shall be and become rules of the Grand Trunk Railway Company, and that the changed rates of salary and allowances for overtime, and all other provisions of the said rules shall come into force and effect as of the first day of January, 1899.

(2) By consent of parties, the further rules hereto annexed, initialled by the Chairman, are to become rules of the Grand Trunk Railway Company.

(3) The arbitrators decide that the subject matter of Clause 10, of the agreement of reference, is a proper matter for them to pass upon, but they have by the agreement and settlement of the parties, been relieved from making an award with reference thereto.

(4) The arbitrators have considered the list of salaries paid at stations, and have settled the same as per schedule hereto annexed.

Signed in three parts in the presence of
[Signed] W. R. MEREDITH,
Chairman.

B. B. OSLER,
F. P. SARGENT,

AGREED TO BY THE PARTIES.

Telegraphers required to remain on duty outside of their regular hours, will be given an official order as authority and excused in the same manner.

Overtime will not be allowed, unless overtime tickets are mailed to the proper official within forty-eight hours from the time such service is performed.

If overtime is not allowed, telegraphers will be notified within ten days from the time such service is performed, setting forth the reasons why.

RULE 20.

At offices where only one telegrapher is employed, twelve consecutive hours, including meal hour, will constitute a day's work.

At offices where only two telegraphers are employed, twelve consecutive hours, including meal hour, will constitute a day's work.

At offices where more than two telegraphers are employed, ten consecutive hours, including meal hour, will constitute a day's work.

If telegraphers are required to remain on duty to exceed the above named hours, they will receive overtime under Rule 17, except as hereinafter provided by Rule 18.

RULE 21.

Overtime will be computed pro-rata on stated salary, but in no case less than fifteen cents per hour. In computing overtime, less than thirty minutes will not be counted. Thirty minutes and less than sixty minutes, will be considered an hour.

"Emergency calls," and up to one hour service connected therewith, shall be paid at 35 cents per call.

RULE 22.

This Rule, with its sub-sections, applies to branch lines only.

(1) Where one telegrapher only is employed, and the time of the regular scheduled passenger, mixed, or way-freight trains is so arranged, as to require the telegrapher, in order to meet them, to be on duty beyond twelve consecutive hours, he will receive the following sums per month, to be added to his salary:

If required to meet such train after three, and within four hours.....	\$4.50
If required to meet such train after two, and within three hours.....	3.50
If required to meet such train after one hour, and within two hours.....	2.50
If required to meet such train within one hour	1.50
Fractions of an hour to be computed as in Rule 21.	

(2) An employee, whose salary, including receipts from all sources during the preceding year, exceeds \$50 per month, will not be entitled to the additional allowances provided for by this Rule.

(3) An employee will not be required, except for the purpose of an "emergency call," to be on duty, so as not to leave him eight consecutive hours off duty in the twenty-four.

(4) The extra pay provided for by this Rule is to compensate operators for the inconvenience of their twelve hours duty, not being consecutive, and is not otherwise to interfere with the allowances for overtime under Rules 16 and 17.

RULE 23.

The minimum monthly salary will be as follows:

	Main lines.	Branch lines.
Agent and telegrapher with dwelling, fuel and light.....	\$38.00	\$35.00
Agent and telegrapher without dwelling, fuel and light.....	42.00	40.00
Telegraphers.....	38.00	35.00
Relieving agents, who are on the permanent staff and are telegraphers.	50.00	50.00

(2) In the purpose of this Rule, the following shall be deemed the main lines:

Portland to Sarnia.
Suspension Bridge to Windsor.
Kokoma to Sarnia.
Hamilton to Toronto.
Fort Erie to Glencoe.
Toronto to Gravenhurst.

[Signed] W. R. MEREDITH,
B. B. OSLER,
F. P. SARGENT.

This award, as before stated, was unanimous, and the officials have since expressed themselves as being satisfied to live up to it in every way, and the telegraphers will do the same. Men discharged on account of overstaying leave of absence, etc., were reinstated in their positions.

Thanks are due to Brother F. P. Sargent, for his efficient and faithful work in behalf of the Telegraphers, and the fairness and liberality exhibited by Sir William Ralph Meredith and Mr. B. B. Osler will be appreciated by the Telegraphers everywhere.

Space forbids publishing the full text of the schedule, as it is a lengthy document, suffice it to say that salaries were raised appreciably, a minimum salary agreed upon, overtime allowed, extra pay for tending switch and semaphore lamps allowed, and many other things that go to make the life of a telegrapher more endurable.

Much praise is due the members of the General Committee for their faithful and efficient work; they met many obstacles, but firmness and fortitude overcame them all.

A thorough organization steadfastly maintained, will be instrumental in putting the Grand Trunk telegraphers upon an equality with other classes, who have like responsibilities. The Grand Trunk Railway should be recognized as fair and friendly to organized labor, and our members should see that it gets its fair share of business.

Freedom.

IF ONE'S chosen definition of the word freedom be "exemption from the power and control of another," who is it that enjoys freedom? When analyzed, it is but a catchword without true meaning, for what may seem to be a measure of freedom to one man would be servile slavery for another. The man who goes plodding to work these dark winter mornings with his pail of lunch in his hand, and puts in all the livelong day creating wealth for someone else, would scorn the imputation that he is not a free man. Yet in hundreds and thousands of cases he is not as comfortably fixed as was

the sold and bought negro of slavery days; and he works harder and dies sooner because of it.

The wage slave's measure of freedom lies in the fact that he has the right to resign. Even this has been denied him under certain circumstances, but this is the particular advantage that he has over the negro chattel. This priceless boon is offset by a life of hard work and a constant worry about keeping out of debt, coupled with the fear that after all he will not die free from debt.

Freedom has been the watchword of the ages, and still is the talisman of the future. It is but a conception, and each man draws its picture in his mind's eye.

Wage-earners who are content to work twelve to eighteen hours per day for a bare subsistence, and there are plenty of them, might be likened to a canary bird in a cage that has never known freedom. The bird is perfectly satisfied with its surroundings until it chances to catch sight of other birds flying around among the trees and flowers at their own sweet will, and then it becomes dissatisfied with its imprisonment.

So with the wage slave that has toiled along contentedly through life who one day hears that other men, doing the same class of work as he is engaged in, are getting twice the pay, working shorter hours and being treated, generally, with proper consideration, because they had the intelligence and the courage to insist on their rights. This causes him at first to be unhappy, and then induces him to see what he can do toward bettering himself, and always with some measure of success.

There are other classes of railroad employees who are receiving what they call good wages and have again gone to sleep on their rights, while the battle is yet to be won. The time may come when these men will learn that the best paid in their class never received one-third of what their labor really earned, and that they are entitled to it all.

Emancipation for the workers of the race will only come when they learn to work for one another. Not allowing any man the lion's share under any circumstances, but from every man according to his ability, and to every man according to his needs. That will mean the realization of the highest conception of freedom that seems possible when considered in connection with industrialism.

Interstate Commerce Commission.

THE twelfth annual report of the Interstate Commerce Commission to Congress has been prepared and it reiterates the complaint concerning the ineffectiveness of the present laws relating to the scope and powers of the commission. From the extract of the report that follows it may be inferred that Congress would be warranted in conferring executive powers on the Interstate Commerce Commission at the earliest possible moment. It says:

"The railroad situation has become intolerable both from the standpoint of the public and the carriers. Tariffs are disregarded, discriminations constantly occur, the price at which transportation can be obtained is fluctuating and uncertain. Railroad managers are distrustful of each other, and shippers all the while in doubt as to the rates secured by their competitors. The volume of traffic is so unusual as to frequently exceed the capacity of equipment, yet the contest for tonnage seems never relaxed. Enormous sums are spent in purchasing business and secret rates accorded far below the standard of published charges. The general public gets little benefit from these reductions, for concessions are mainly confined to the heavier shippers. All this augments the advantages of large capital and tends to the injury and often to the ruin of smaller dealers. These are not only matters of gravest consequence to the business welfare of the country, but they concern in no less degree the higher interests of public morality."

As Poor Richard says:

Laws like to cobwebs, catch small flies,
Great ones break through before your eyes.

This catch-as-catch-can method of doing business is demoralizing to business and places a premium on dishonesty and double dealing. Someone representing the public should take a hand in regulating the common carriers and the Interstate Commerce Commission is well equipped for the task.

Labor in Great Britain.

A STARTLING story comes from London, England, to the effect that the employers are organizing a federation similar to the one in vogue during the engineers' and machinists' strike of a year ago, with the avowed purpose of disrupting the existing unions of the workmen. It is scarcely to be credited that the employers would have the temerity to openly deny to

their men a privilege that they take advantage of themselves. The scheme is as follows:

Each firm that locks out its employes for being connected with a labor union, will be indemnified to the extent of its previous year's profits. One concern is reported to have started the ball rolling with a contribution to the obstruction fund of \$175,000 to be used when operations commence.

The trades unions have replied to the challenge of the employers in forming a league for protection against strikes by a meeting at Manchester of the representatives of many branches of labor, who organized a Central Federation almost on the lines of the employers' league. If the plan proves successful, and all the great unions enlist in it, Great Britain may yet witness a gigantic war of capital against labor, in which the organized employers will confront the organized workmen.

There was strong opposition to the plan from the labor leaders, who believed in maintaining autonomy of the unions. But the centralization scheme mustered a large majority. It is estimated that this consolidated union starts with a membership of 600,000, and an annual revenue of \$300,000.

Some such movement as this will be the forerunner of an entire change in the industrial system in Great Britain, as the success of the co-operative movement there has clearly demonstrated to the wealth producers that they really do not need a capitalistic master. The co-operative idea can be extended to take in all the industries of the country, and the working people will then get what belongs to them.

General Committee Work.

WITH the object of strengthening the hands of those who are selected for work on General Committees it is intended to publish from time to time hints that may prove useful to men who are not familiar with the manner in which these negotiations between employer and employe are usually conducted.

The rapid growth of the Order and the fact that the new System Division plan has been adopted on railroads where the telegraphers have not had the advantages to be gained by attendance at Division meetings

makes this course necessary although it is somewhat contrary to the usual custom. If the telegraphers could meet together once in a while, as all other classes do, their difficulties would soon disappear. Instead of apathy being the distinguishing characteristic it would be a splendid enthusiasm for what is really a noble work. It should always be borne in mind that from a religious or humanitarian standpoint there is no better work to be performed on earth than that of obtaining justice for those who have hitherto been unable to help themselves. The Committeeman is taking a bold stand to help others and must sink self-interest for the time being although he will unfailingly help himself in the proportion that he helps others. When he makes his plea for what he knows to be right and proper all good citizens are in sympathy with him, although it may be true that those who are making money out of the class he represents may be opposed to him for the time being. Oftentimes the official is with him at heart in his just demands although business considerations may prevent him from making it manifest.

Courtesy and kindness of demeanor are essential to successful diplomacy. It is not according to the dictates of prudence, to talk harshly to anyone, from whom we expect to gain concessions, although, as the old saying goes, "muffled cats catch no mice." Nervousness causes many blunders, but a little experience soon overcomes that. A knowledge of parliamentary law is very helpful, and suggests means of getting around what would otherwise look like insurmountable obstacles. When the Committee calls on an official, and fails to adjust the matters that have been referred to it, and they appeal to still higher authority, as far as the Committee is concerned, its business with that official is ended for the time being. When the highest authority is called upon, it is with the purpose of interviewing that particular official, and not in conjunction with his subordinate officials. The spokesman should confine his attention to the particular person he came to interview, and recognize no other. It is not necessary to make it known, that the Committee is in position to enforce the demands, because that is taken for granted, otherwise the Committee would not be recognized. All

reference to the Organization and Federation should be avoided, as it is much more pleasant for the employer to concede to the employe what is justly due him, than for the employe to endeavor to force the employer to do something that he does not consider right. Very few men can positively refuse to do a thing, when their conscience tells them that it is the right thing to do.

The official should have a fair chance to grant all the concessions asked of his own free will, and it is the duty of the committee to give him that chance. It serves to keep the proper relations intact, and is better for all concerned. It is right and proper that the employes and the officials should be on frank and friendly terms, even should

it become necessary for all hands to lay off without leave, the *entente cordiale* should never be broken.

The officials are in no way responsible for the errors of the wage system or the grinding process that the employes suffer from. The general manager usually does more sweating than any of the subordinates, and is expected to make the best results possible out of circumstances as he finds them. And so with the humblest person on the road, to do his duty by his employer, and be true to himself, he must undertake to overcome the obstacles nearest to him, being satisfied with what is practical. By this means perfection may in the course of time be reached.

Editorial Notes

The Czar's peace proposals are said by some to be "infeasible."

Those Cubans who refused to work for rations any longer must be anarchists.

"Half a loaf is better than no bread." 'Tis such words that make cowards of us all.

Those who handle large numbers of small checks realize what it is to be soaked in a wave of patriotism.

This number of THE RAILROAD TELEGRAPHER is the last one to be mailed to those who have not paid dues for the current term.

The magnitude of the muss the money masters will make before they will permit justice to take the reins from them has been partially revealed to the unbiassed observer of political events of the past three years. The people who are continually rooting for their master and a perpetuation of existing conditions would pause if they had but an inkling of the truth.

That story about the Government beef that killed the flies that lit upon it, is enough to make any ordinary person tired of the contract system. The world seems to need more fraternalism and less sharp practice.

The reduced initiation fee of three dollars and fifty cents will be in effect until June 30, 1899, subject to the action of the second biennial convention. This makes an exceptional opportunity for those thinking of joining the Organization.

The Commissary General said when he was being court-martialled that, "His honor as a soldier had been attacked and a soldier's honor should be as sacred as the honor of a woman." The General is given to conversing through his chapeau.

It is true that the business of telegraphy is not so well paid as it used to be, the trouble with the telegraphers is that they have contented themselves with being glad that it is no worse, instead of protecting themselves as other men do.

The public speaker who declares that "He loves the working people," would probably be nearer the mark if he said that he works the working people.

There are so many benefits to be gained by co-operation that it is well worth while for wage-earners to devote all their spare time toward furthering the idea. It pays better than partisan politics.

In the *American Monthly Review of Reviews* for February, Dr. Philip W. Ayres makes a plea for the founding of scholarships to enable students to inform themselves on the practical phases of social problems in the great cities.

A French experimenter has succeeded in grafting tomatoes upon potatoe plants so that the hybrid plants produce tubers underground and tomatoes above. The superintendent who succeeds in making a telegrapher transfer freight, sell tickets, check baggage, look after switch and signal lamps, et cetera, could give the Frenchman pointers on the game of economy.

It is pleasing to see one man have faith in another, because by such faith much can be accomplished for the general good. A case in point was illustrated by a clergyman at the unveiling of the Stonewall Jackson monument in New Orleans. The eloquent prayer that he offered, ended with these peculiar words: "When in Thine inscrutable decree it was ordained that the Confederacy should fall, it became necessary for Thee to remove Thy servant, Stonewall Jackson."

In some countries people build brick houses by putting up a temporary scaffold-ing and then laying the bricks from the outside. In this country the practice is reversed and they lay the bricks from the inside. It is found to be more economical in many ways, but it takes far greater skill to do the work. In all the countries of the world, however, organizations are built from the inside and the beauty and strength of the structure depend upon the skill and faithful work of the men on the inside.

Since our last issue schedules have been secured on the Omaha and St. Louis, Omaha, Kansas City and Eastern, Kansas City and Northern and Connecting Railroad Co., all being part of the Kansas City, Pittsburg and Gulf System. The telegraphers on the Kansas City North-Western Railroad also got recognition and a satisfactory schedule as well as the men on the Grand Trunk Railway East of the St. Clair and Detroit rivers. With a continuance of such commendable activity the telegraph business will soon be redeemed.

Semi-fraudulent manipulations of railroad stocks and bonds in the past are the chief causes of the trouble that exists in the South and West between the incorporators and the people. The officials naturally want to make the properties earn dividends on stock that never should have been issued, and pay interest on bonds for which no equivalent was ever put into the treasury. The shippers who loudly complain of extortionate rates and who get after law-makers with sharp sticks, would like to see capital invested in railways, get proper returns and employes receive fair wages, but they positively refuse to be honeyfugged.

The Sunday labor problem has been receiving a good deal of attention lately from the membership, and it is probable that something definite will be done soon by one of the numerous committees that are conferring with the officials. If the privileges mentioned are worth having they are surely worth asking for. It does not seem reasonable to expect men to work twelve hours per day and three hundred and sixty-five days in the year without a break. Such a monotonous existence is wearisome even to contemplate.

If the business was made to pay adequate compensation men could afford to lay off after six days' work and relievers could be employed constantly for this purpose. It would furnish employment for more telegraphers and give every man needed rest. Life is too short to spend time in trying to convince the public that they should not travel or ship stock, et cetera, on Sundays. The telegraphers can help themselves in this matter when they are prepared without hindering anyone else or even waiting for the slow growth of public opinion.

Some gold miners in Colorado found a live frog buried in a bed of rock over a thousand feet from the surface. It is claimed that it was a Batrachian of the Silurian period. The strata was at an acute angle showing that it had been upheaved by volcanic action, which apparently disturbed everything but the frog. We have heard of non-members working many years on schedule roads without giving a sign; to such this frog ought to be an object of worship, for it has surely made the record for benumbed indifference.

A distinguished ex-telegrapher, Mr. Andrew Carnegie, of Pittsburg, Pa., recently gave \$250,000 to the Washington Library Association. This generous act was followed by one that simply capped the climax. He offered to pay \$20,000,000 for the independence of the Philippine Islands.

When surprise was expressed at the vastness of the sum which Mr. Carnegie proposed to give, he said: "I am perfectly serious in making this offer. I will pay the money with great readiness if my proposition is accepted. I am not trifling and I am not bluffing."

It is Mr. Carnegie's plan to relieve the United States of the payment to Spain of the sum fixed by the treaty of peace, by advancing the full amount to Spain himself, on the condition that the President agrees to withdraw United States forces from the Philippine archipelago and give the Filipinos their independence.

What a splendid axample for telegraphers this little incident makes. See what can be done if they will only save their money and refrain from the seductive wiles of beer and fifteen-ball pool.

One of those people that workingmen can ill afford to lose died in Denver recently. It was Myron Winslow Reed. His name has been almost a household word for many years past in the Western States, because of his eloquent and forceful championship of the cause of the poor. Not only was he justly celebrated for eloquence and a well trained mind, but for generosity without limit and sympathetic kindness that is very seldom seen in this degenerate money making age.

The people of Denver have been in the habit of telling stories about Myron Reed for many years past, most of them bearing testimony to his goodness of heart and wonderful compassion. Now that he is dead the stories will not cease and doubtless a great many more people will hear the life story of this truly remarkable man, and their faith in humanity will be strengthened by the recital.

It may be true that among the ignorant well-to-do class he was not popular, because he was in the habit of stating some bald truths about iniquitous methods of acquiring wealth that never are palatable to those who travel through life under a mask of false pretense. He was ousted from an orthodox pulpit mainly on this account, but it was a loss to the church that did it, and a fresh stigma for churchianity while the cause of Christianity and the people were strengthened wherever the real facts were known. As pastor of the Broadway Temple in late years he was immensely popular, but he unfortunately overburdened himself with work, and nervous prostration caused his death. It is safe to say that his place cannot be filled and that Myron Reed will be missed.



THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 8 is due February 1, 1899. Time for payment expires March 31, 1899.

CLAIM No. 1.—Amount, \$300, has been paid to Mrs. R E. Baylor, of Golconda, Nev., the mother of Brother Theodore Baylor, of Ogden Division No. 149, who died at Ogden, Utah, November 3, 1898, from heart failure.

CLAIM No. 2.—Amount, \$1,000, has been paid to Mrs. Helen S. Carter, of Huntington, W. Va., the widow of Brother E. O. Carter, of Chesapeake and Ohio System Division No. 40, who died October 11, 1898, from tuberculosis.

CLAIM No. 3.—Amount, \$500, has been paid to Mrs. Cynthia E. Fisher, of Youngstown, Ohio, sister of Brother C. P. Kennedy, of Erie System Division No. 42, who died November 11, 1898, from rupture of the heart.

Members are again cautioned against the practice of sending silver currency through the mails, as the envelopes are liable to get torn and the silver get lost. Frequently envelopes are received bearing the notation, "Mutilated in the cancelling machine," and the money has been accidentally torn out. To the credit of the postoffice be it said that a letter of inquiry generally results in a return of the missing money, it being found on the office floor or in a mail sack. If the remittance can be made in no other way, it should at least be registered.

Correspondence received at this department shows that la grippe epidemic has been prevalent from Maine to California,

and from the Canadian Pacific Railway to the City of Mexico. During the last three months many a useful life has been cut short by the grim reaper, who found la grippe as active an ally as malaria and Mauser bullets have been of late. People who have hitherto considered themselves in good health, find that the ravages of this malevolent germ have left them in a weakened condition, and a prey to other ills.

There are many theories advanced as to the cause of the epidemic, but none of them appeal to the reasoning faculties as being correct. It seems to be well settled that the trouble is caused by bacilli, but no one seems to know where they come from, or how it is they spread so rapidly.

The most interesting theory so far advanced is that the earth must have rolled into the track of some other world, whose disease germs had been thrown off and left floating in space. It is far fetched, it must be admitted, but it would satisfactorily explain how the disease appeared almost simultaneously in all parts of the country, and why the people of the mountains and plains suffered alike.

It is worthy of note that people who make good use of their lungs, or practice frequent and deep breathing, were not among the afflicted. This habit generates oxygen to such an extent that disease germs are exterminated.

Lazy habits in breathing usually indicate low vitality and a predisposition to disease, while a vigorous habit tends to strong vitality and no lodgment for bacteria. To be temperate in all things and use judgment in the selection of foods, is a strong preventive measure, and the same course steadily pursued will prove most efficacious in restoring to health those who have been broken down by the ravages of disease.

Cleanings

Great Britain has 108,518 women union-ists.

* * *

He who is firm in will, moulds the world to himself.—*Goethe*.

* * *

The noblest question in the world is, *What good may I do in it?*

* * *

London has forty restaurants in which only vegetable food is served.

* * *

Persecution is the reward of innovation in whatever form it appears.—*Dr. Macnish*.

* * *

By nature, men are nearly alike; by practice they get to be wider apart.—*Confucius*.

* * *

Labor is the talisman that has raised man from the condition of the savage.—*McCulloch*.

* * *

Bamboo pens still retain their hold in India, where they have been in use for more than 1,000 years.

* * *

Morality and political economy unite in repelling the individual who consumes without producing.—*H. de Balzac*.

* * *

The most fatal error that ever happened in the world was the separation of Political and Ethical Science.—*P. B. Shelley*.

* * *

If aristocratic idleness has intruded into Christendom, it is Anti-Christian as well as Anti-industrial.—*Goldwin Smith*.

* * *

It is true that to "whomsoever the soil at any time belongs, to him belong the fruits of it." Land is a necessity of life.—*Sprague*.

* * *

Four Ottawa, Ont., lawyers have incorporated the Royal Telegraph Company, with a capital of \$1,000,000. They propose to build lines for the transmission of messages by telegraph or telephone in the Dominion of Canada and elsewhere.

Promises may get thee friends, but non-performance will turn them into enemies.

When befriended, remember it; when you befriend, forget it.

* * *

In no great religious movement has philanthropy been very strong, or rather sentiment or pity—the consciousness of sin has been too strong.—*Toynbee*.

* * *

I know but three ways of living in society; you must be either a beggar, a robber, or a stipendiary, i. e. a worker for salary or wages.—*Mirabeau*.

* * *

No one can be perfectly free till all are free; none can be perfectly moral till all are moral; no one can be perfectly happy till all are happy.—*Herbert Spencer*.

* * *

The progress of man is movement toward God, and movement toward God will insure the gradual unfolding of all that exalts and adorns man.—*Mark Hopkins*.

* * *

Liberty is a latitude of practice, within the compass of law and religion, a standing clear of inferior dependencies and private jurisdictions.—*Jeremy Collier*.

* * *

Half a dozen different lamp chimney machines are about to be put into use, to the sorrow of the chimney blower, whose skill has become a drug in the market.

* * *

The highest compact we can make with our fellow is, "Let there be truth between us forevermore." The man that stands by himself, the universe stands by him also.—*Emerson*.

* * *

Like the stone rolling down the mountain side, the labor reform movement is gathering force, strength, power and influence as it moves down the hill of time toward the ocean of eternity. Its destiny is the humanizing of men, by associating them together in one common brotherhood.

The foundation of the capitalistic method of production is to be found in that theft that deprived the masses of their rights in the soil, in the earth, the common heritage of all. *Karl Marx.*

* * *

The most tremendous practical consequences flow from the fact that land is a natural monopoly, and the so-called land question deserves all the attention it is receiving. —*Prof. R. T. Ely.*

* * *

So long as a clouded life is touched now and again by some clear gleam of sunshine, that may suffice; for it proves that the sun is still shining in the Heavens. Once out of the cloud, comes the gladness of the perfect day. —*Richard Rothe.*

* * *

When the working poor are paid in return for their labor only as much money as will buy them the necessities of life, their condition is identical with that of the slave, who receives those necessities at first hand. The former we call "free men" and the latter "slave," but the difference is imaginary only. *John Adams.*

* * *

We have seen that the expropriation of the mass of the people from the soil forms the basis of the capitalistic mode of production. That is, private property in land results in an inequitable distribution of wealth, deprives laborers of access to natural resources and concentrates wealth in the hands of the few. *Karl Marx.*

* * *

The theft of the land and its conversion into personal property was the origin of bondage which has passed through all possible phases from slavery to the 'free' workman of our day, till at length, after a development covering thousands of years, the land will be reconverted into common property by the bondsmen themselves. —*August Bebel.*

* * *

The night telegraph operator of the Philadelphia and Reading Railroad, at Bingen, Pa., H. Wurster, was murdered by unknown parties on the night of January 7th. The place had been looted, and a struggle had evidently taken place, as the furniture and floor were covered with blood which flowed from a wound in Wurster's head. There is no clew to the murderers.

Telegraph offices and banks are reminding parties who have occasion to cancel revenue stamps, that lead pencil cancellations will not be accepted. On telegrams, especially, many persons have been cancelling stamps with lead pencil. The telegraph offices have been notified that such cancellations are not in accordance with Uncle Sam's wishes, so hereafter, all stamps must be cancelled with ink.

* * *

The Northwestern has issued orders that no more student telegraphers are to be permitted in stations along its lines. It is stated that these students frequently are permitted to send messages for the regular operators and sometimes are left in charge of offices while the regular men go out. Mistakes, it is feared, may happen through such practices, and the order consequently has been issued.

* * *

Don't forget that the battle is always on and we each have a chance to do our little bit of fighting. Every time we buy garments with a label on we strike a blow at the sweatshops. Every time we buy shoes or tobacco with the stamp of unionism thereon we stab cheap and convict labor. Be on the alert and send a shell into the enemy's camp by purchasing goods that are union made. —*The Painter.*

* * *

Wireless telegraphy which, so far as we know, has hitherto been used only in an experimental way, now stands a fair chance of being put to practical use. Experiments are now being made in England by Marconi, which, if resulting satisfactorily, will be followed by the adoption of wireless telegraphy as a means of regular communication between South Foreland light house and the South Lands Head lightship, a distance of about three miles.

* * *

A query has been put forth as to how the year 1900 will be written in Roman numerals. It is to be hoped that mathematical opinion will decide upon MCM. In modern times, at least, all analogies point that way, as may be seen in IV, IX, XL and XC. What a relief this would be from the bewildering MDCCCXCIX, which is the manner in which we have to record the present year of grace if we want to be Roman or mediæval.

PERSONAL MENTION

BORN.—To Bro. and Mrs. F. S. Howe, of Moscow, Mich., on November 16th, a nine pound O. R. T. girl.

BORN.—To Bro. and Mrs. L. B. Bobbitt, of Crystal, Va., on January 12, 1899, a fine twelve pound O. R. T. boy.

BORN.—To Brother and Mrs. F. J. Farmer, at L. & E. Junction Ky., a fine eight pound O. R. T. boy, on January 17, 1899.

BORN.—To Bro. and Mrs. C. A. Seal, of Gilmore Mills, Va., January 8, 1899, a fine O. R. T. girl, weighing nine pounds. Mother and daughter doing well.

WANTED.—Anyone knowing the present address of Mr. L. D. Mozier, a telegrapher by profession, would confer a favor by advising post office box 35, Mendon, Mo.

WANTED.—The present address of Thomas Logan, a telegrapher; last heard of was agent for the Union Pacific at Sydney, Neb., in 1868.

ROBERT MCAULEY,
Cheyenne, Wyo.

WANTED.—Address of J. E. Moran, a telegrapher; last heard from in Arkansas, in 1895. His mother is anxious to hear from him.

G. J. STEURER,
Secy., Div. 12.

BORN.—To Brother and Mrs. W. B. Paxton, of Atherton, Mo., on January 6th, a fine O. R. T. boy. Every one that came within hailing distance of the depot, received a cigar.

MARRIED.—In Springfield, Ill., on December 22nd, Miss Lenora Johnson of Illiopolis, Ill., and Brother C. E. Romick, were united in matrimony, at the home of her aunt, Mrs. J. W. Cooper. Brother Romick is a member of Santa Fe System Division No. 23, and at present is employed as night operator at Lomax, Ill. The fraternity extends hearty congratulations.

Mr. W. R. BEAUPRIE, formerly superintendent of the Southern Railway at Macon, Ga., has been appointed roadmaster of the Georgia and Alabama Railroad, in charge of maintenance of way, with headquarters at Savannah, Ga.

Mr. J. N. WISNER, formerly general western passenger agent of the Seaboard Air Line, at Houston, Tex., is now with the St. Louis and San Francisco Railway, as traveling freight agent; headquarters same place. He is well and favorably known by our Texas members.

MARRIED.—Bro. W. Floyd Fogleman, of Washington Division No. 171, and Miss Alice Gardner, of Gibsonville, N. C., were united in marriage Sunday afternoon, January 22, 1899. Bro. Fogelman is employed by the Southern Railway, as day operator and express agent, at Haw River, N. C. Congratulations.

MARRIED.—Miss Mao Holmes Bell and Brother S. C. Mahanay, of the Grand Executive Committee, were united in matrimony in Kansas City, Mo., on January 17, 1899, and left on the same day for a trip to the Southwest, visiting in Fort Worth, Tex., Hot Springs and Little Rock, Ark. The happy couple will eventually settle down at Meramec Highlands, Mo., where Brother Mahanay has been located for many years. Congratulations.

DIED.—Brother A. Follett, of Mosca, Col., breathed his last in the Denver and Rio Grande Hospital at Salida, January 13th, a victim of pneumonia. Brother Follett was a highly respected member of Pikes Peak Division No. 49, and was well and favorably known throughout the Western States. Many a prospector, who has been helped over a hard place by a "grub stake" from Brother Follett, will mourn his demise, as sincerely as do the members of 49.

WANTED.— Would like to have the present address of E. M. Goodman. Last heard of was working for the Santa Fe, in Western Kansas, in 1896. Anyone knowing his address would confer a favor by writing me of his whereabouts.

C. E. SPEAR,
Hershey, Neb.

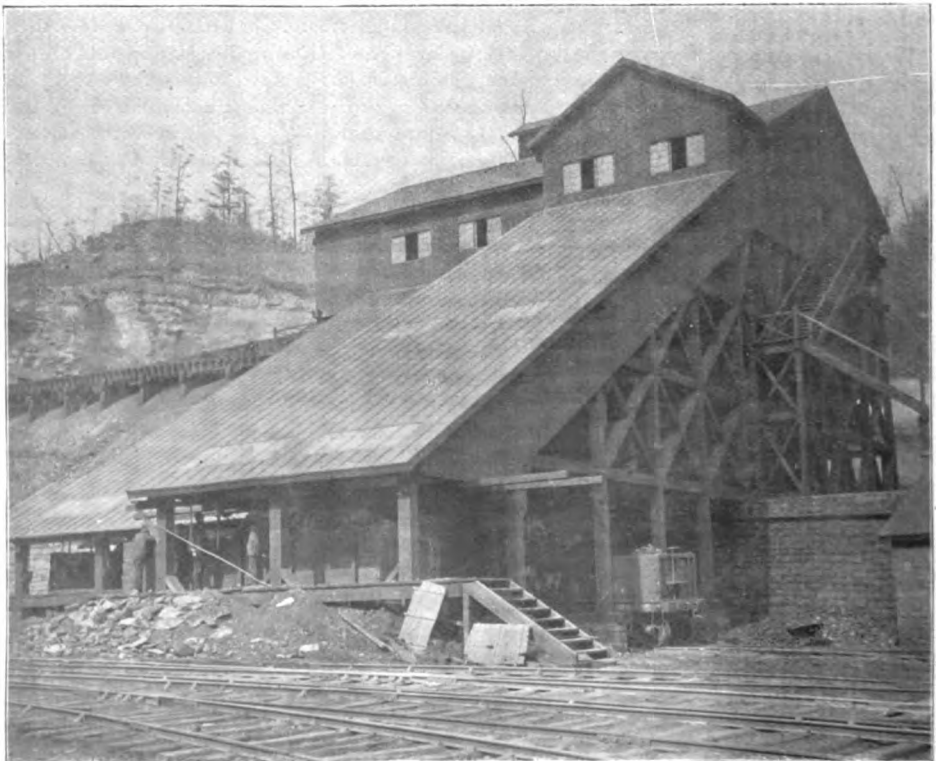
WANTED.— The present addresses of Bro. W. J. Mulvihill, formerly employed by the Brooklyn Elevated Railroad; Bro. C. D. Smith, formerly agent at Greenlawn, Long Island; and Jas. T. Welch, formerly ticket agent on Manhattan Elevated Railroad. Members should advise me promptly when changing their addresses, thereby saving a good deal of unnecessary correspondence.

J. F. HINTERLEITER,
Corona, N. Y.

DIED.— At Missouri Pacific Hospital, St. Louis, Mo., January 17, 1899, of appendicitis, Claude S. Fletcher, aged 22 years, after a short illness. A large, magnificent floral pillow, with the design of a broken telegraph

key, on a white background, with the letters: "O. R. T." just above, was presented by the operators of the Missouri Division, of the St. L., I. M. & S. Ry., as a slight token of their respect for the deceased. The funeral took place from the home of Brother Fletcher, in St. Louis, Thursday, January 19th. The following fellow-workers of Brother Fletcher acted as pall-bearers: F. A. Day, W. W. Bub, L. A. Nichols, A. T. Cheatham, J. F. Leonard and Dispatcher P. G. Walton. Brother Fletcher was a young, but active member of Missouri Pacific System, Division No. 31, and held a one thousand dollar policy in the Mutual Benefit Department. He leaves a young widow, a five months old baby daughter and grief stricken parents, to mourn his sudden and unexpected death. Thanks are due the non-members of this (Missouri) Division for the assistance rendered, financially and otherwise. Resolutions of respect appear elsewhere.

CERT. 5.



A TYPICAL COAL TIPPLE ALONG THE NORFOLK & WESTERN.

MISCELLANY

Railway Employees' League.

IT HAS been widely advertised in the daily press that a congress of railway and telegraph employes will be held in the city of Chicago, on February 18th, at the First Regiment Armory, under the auspices of the Railway and Telegraph Employes' Political League. The announcement states that the representatives of the five leading railway labor organization will address the meeting. As far as this concerns the Order of Railroad Telegraphers, there is no authority for the statement, as the Order has nothing in common with political leagues; as is well known, it transacts its business in accordance with its own laws and those of the Federation of American Railway Employees. It has no grievances against the people or their representatives, and does not anticipate any. The *Railroad Trainmen's Journal* for February, commenting upon this subject, says:

Without presuming to speak for the remainder of the railway organizations the *Journal* wishes it to be understood that the Brotherhood of Railroad Trainmen is not a party to the arrangement.

In November, 1897, the *Journal* called attention to the performances of an organization, styling itself the American Railway League, which was the outgrowth of the political railway clubs organized during the presidential campaign. This organization also took unto itself something of the character of a labor organization and its president went so far as to claim the influence of the League had been exerted in behalf of several measures that were prepared by and passed at the request of the railroad labor organizations. The League also at that time, went into hysterics over the proposed two cent fare, which was represented as the greatest evil threatening the future of the American railroads.

From this beginning the present organization has grown, and as far as we can learn it is composed principally of those who have been appointed to office and the others who hope to be appointed to office, because of their being representative railway men.

The members of the Brotherhood of Railroad Trainmen realize as well as do the employees now in politics, what unfavorable legislation means to their employers and the *Journal* knows full well that when the railroad interests are unwarrantedly threatened, the Brotherhood of Railroad Trainmen will present some 32,000 members who will oppose such legislation as its membership now opposes the presumptions of the few who have undertaken to stand as the representatives of the railroad men.

The members of the Brotherhood of Railroad Trainmen are with their employers, but they cannot understand the great interest on the part of those, who from motives, seemingly, of personal interest, have undertaken to figure out for the companies the necessity of a reduction of wages if adverse legislation be the order of the day.

Right here it might be well to state that the railroad companies have nothing of this kind to fear, except from such states as are governed by aggressive legislatures, and they are very few when compared to the others.

The idea that a reduction in one branch of the transportation department means reduced wages when the companies themselves have managed their freight rates in the same manner and did not entertain the idea, is not exactly consistent.

The Brotherhood of Railroad Trainmen can always be counted upon to oppose unfair legislation, and it will not need a meeting to advertise its purposes and push forward any political aspirants; it can be counted upon to act with the employers in everything that is fair and it will not feel called upon to sound its trumpet for fear it will not be understood.

Without going further in this matter, the *Journal* disclaims any connection with the meeting on the part of the Brotherhood, and considers the meeting more for the purpose of strengthening the claims of certain persons for preferment than in the interests of the railroads, which have thus far been perfectly able to take care of themselves in a legislative way.

Under the caption, "Avoid a Serious Mistake," the *Locomotive Firemen's Magazine* for February says:

From time to time clippings from newspapers are sent to the *Locomotive Fire-*

men's Magazine, in which reports are made of meetings of the Brotherhoods in various localities, the purposes of which are to protest against certain legislation affecting railways. While there can be no questioning the proposition that the interests in the earnings of a railroad *should* be of mutual concern, the cold facts are, that with many of the companies whose earnings are all that the stockholders can desire, the interests of the employees are neglected. Other companies that seem on the ragged edge of bankruptcy, give their employees every consideration possible. The stock reports published in the financial journals are absolute proof that the earnings and prosperity of a railroad company have but little to do with wages paid employees.

If we will compile a statistical report of the different companies that have reduced wages, we will find but few of the "poor" roads in the list, while the stronger, financially, a road becomes, the more apt it is to "show the employees that they are not running the road." Now, this does not mean that decreased earnings bring increased wages, but it does mean that wages depend entirely on the ability of employees to protect themselves, and that weak roads are not so anxious to test the strength of labor organizations as those roads that are so wealthy that the expense of "doing up the Brotherhoods" would be of no concern to them.

Occasionally word comes that an effort is to be made in some state to reduce freight or passenger rates, and that the employees are holding meetings and making speeches, and passing resolutions that if the bill under consideration become a law, it will result in a reduction of the earnings of railway companies, and, therefore, a reduction of the wages of employees. To say that such a policy is suicidal, is only expressing a fact that should be apparent to every man who does his railroading with his muscle instead of his vocabulary.

Just suppose, for instance, in a certain state a bill is introduced in the legislature for the purpose of establishing a "standard" passenger fare at two cents; that instead of selling "mileage" to the ticket scalper at less than two cents, mileage to the "drummer" at two cents, to the purchasers of coupon tickets at about two and one-half cents, and to the common, every-day passenger, at three cents, the bill, should it become a law, would make the passenger rate to *everybody*, two cents. Now, it goes without saying, that to a certain extent the income of railways in that state will be decreased unless "everybody" does more traveling to make up the difference. But, we will suppose that it is a clear loss to the railway companies. The writer asks you all: Would it not be the best policy for railway employees to allow the companies to be the first to propose wage reductions as a

counter irritant? Are not railway employees playing with fire when they meet to protest against the passage of a "two-cent fare" bill and have the public press quote them as declaring "the reason they oppose a reduction of fare is that they believe that it would result in a reduction of wages?"

To make the matter more plain, let us state a hypothetical case: In a certain state all or part of the railways doing business therein, serve notice on all their employees that on account of the enforcement of the law reducing passenger fares to two cents, a ten per cent. reduction of wages will take place on the first of the following month. Great dissatisfaction among the employees results, and the several organizations of employees set in motion their grievance adjusting machinery. Employees may perhaps be able to prove to their own satisfaction, and to a fair board of arbitration, that the law has not decreased the earnings of the railways, but on account of increased traffic has actually increased those earnings.

The day for the conference arrives, and the Brotherhood representatives meet the officials. The companies base their reasons for the reduction of wages on the fact that a two-cent fare has made it necessary to reduce wages, and they present as evidence *your own words* in your union meetings of the past!

The question is here asked: If members of the Brotherhoods go on record, before the passage of a certain bill, that the passage of that bill will result in a reduction of their wages, does it not forever debar those Brotherhoods contending against wage reductions should the bill become a law? Have not those members accepted in advance such wage reductions? Have they not invited wage reductions by their own actions and words?

The writer believes that the *average* passenger fare of the present day is low enough, so long as present conditions affecting railways continue; he believes that without legislation regulating the payment of dividends on fictitious stock, and interest on fictitious bonds, that a two-cent fare would make it difficult to pay such dividends and interest, and therefore no fares should be reduced by law that does not also provide for a reduction of dishonest expense—but the writer *will never agree that wages should be reduced!*

An Isolated Cable Station.

WHEN the cable is completed between the Philippines and San Francisco, the cable operator on Wake Island will have a solitary enough time of it. Wake Island is 2,000 miles from Hawaii, and 1,300 miles from Guam, and is about three miles in length. The vegetation

is scant, and the island is pierced by a salt water lagoon. There is no fresh water obtainable.

Whoever is sent there to work the cable will not be bothered with neighbors, but he will not want for entertainment. He will be on the world's greatest highway of intelligence, and he can talk to 'Frisco, Hawaii, Guam, Manila, and, perhaps, the Asiatic coast, as to a companion at his side. He can neither borrow nor lend, give credit or go in debt, injure or be injured, circulate or hear slander. He will be monarch of all he surveys, from the center all 'round to the sea, etc. Once he leaves the cable station, the register of his instrument and the ticking of his clock, he will see no life and hear no sounds but the ear-splitting shriek of absolute silence.

The position will have many advantages, but it is not probable that there will be any great rush to secure it. -- *Telegraph Age*.

Squeezed Lemons.

A CURIOUS experiment has been tried in Germany to discover how fast the military shoemaker could work in case of war. A kind of general rehearsal was held, to which 1,200 shoemakers were bidden, and were installed in the workshops of the First Artillery Regiment. The trial lasted a month, without a moment off. The shoemakers were divided into two bodies, one for day-work and the other for night-work. They had in attendance forty workmen ready to repair the machines in case of any temporary breakdown. During the four weeks the 1,200 shoemakers produced, by working night and day, the total of 2,500 pairs of boots per day.

In Harney's shoe factory, Lynn, Mass., a pair of shoes was made in eleven minutes. At this rate, while a German shoemaker can make two pairs of shoes a day, an American can make 130 pairs or sixty-five times as many.

This is one more proof of our belief that American wage-workers are the most poorly paid in the world, considering the speed at which they work, and the value of what they produce.

The factory workers of Europe have no conception of "hustling" or "rushing." They work steadily, and do their tasks well;

but they do not stand on tip-toes, and work on their nerve, until in a few years they become physical wrecks.

They have not been scourged by the piece-work system, until they have to tear their lives out to make two dollars a day.

On the streets of every American factory city you can see men under forty years of age, who are white-haired and shattered in health. They are dyspeptic, and have to drink a cup of hot water every morning before breakfast. Their nerves are unstrung, so that they can scarcely sign their names. They are round-shouldered, as if a burden of care were crushing them to the earth. They are thin-faced and sallow, and grid-ironed with wrinkles. There is no spring to their step, nor brightness in their eye, nor music in their voice.

Who are these men? *They are the squeezed lemons which the factory-system throws on our streets.*

Some capitalist has made lemonade, and tossed away the rinds; and you can see the rinds walking from factory to factory, begging for the privilege of being given another squeeze in the profit-making machine.

No slaves ever poured out so much sweat at their masters' feet, as we have.

No slaves ever voluntarily wrecked their constitutions for the masters' sake as much as we.

No slaves ever got so small a portion of what they created.

No slaves ever made their masters rich so fast, and created over 4,000 millionaires in thirty years.

No slaves ever began in freedom and worked themselves into bondage, voting and shouting for the industrial system that was plundering them of their liberties.

No slaves ever before held out their wrists for the handcuffs, and danced with such thoughtless glee to the whipping-post, or sprang with such willingness on the auction block.

No slaves were ever captured with such ease, or duped with such empty phrases, or managed with so little trouble to their masters.

No slaves ever made the treadmill turn so fast, or were so deceived into believing that the chance to tramp on the treadmill was a blessing and a privilege.

Yes, we are a nation of hustlers. No

nation ever rushed to plutocracy and revolution so fast. No herd of stampeded or panic-stricken buffaloes ever galloped so fast toward a precipice as we are speeding towards an industrial crash.

We believe in "getting there," and we were in too great a hurry to ask "where?"

We can manufacture goods faster than any people in the world, but as soon as our day's work is finished we allow three-fourths of it to be appropriated by idlers and unnecessary middlemen, and carried off before our eyes.

We do not need any more improvements in machinery for several years. We have already mastered the problem of cheap production.

Our next and immediate task is to equitably distribute what we produce.

If we co-operate in production, we should co-operate in distribution.

If we toil together, we should enjoy together.

If Socialism is the law in the creation of wealth, it should be the law also in the sharing of wealth.

If our shoemakers can produce sixty-five times more shoes than German shoemakers can, they should be sixty-five times wealthier than the Germans.

These are facts, my friend. If you never heard them before, you would be wise to sit up all night and think about them. America is not what it used to be, nor what it ought to be, and the sooner we all discover the facts the better it will be for us. — *Herbert N. Casson, in the Coming Nation.*

The Phantom Train.

"**D**ID you ever hear of the phantom train that runs for forty miles over a crowded track?" asked the old railroad man, as he lighted his cigar and settled down for a chat.

"It happened a good many years ago. It is hardly possible for such a thing to occur now, as the rules and regulations are much more to the point.

"Then, as well as now, the railroads recruited their operators from the young students along the line, who, as soon as they had learned the regular routine and could read by sound, were given a night office at some little way station where there was nothing to do but report the trains and keep awake.

"This keeping awake was a difficult propo-

sition for the young fellows, and many were the schemes evolved to keep from missing some train that had gone by while they were asleep.

"They soon learned, however, that by keeping the extras that were reported along the line in mind, and fixing the time that the regular trains were due, they could catch a little sleep now and then without danger of being detected.

"One night a young operator who was dozing in his chair heard, or thought he heard, a train passing over the wagon road crossing near the station. Half asleep, and thinking he had let a train go by without reporting it, he jumped to the key and reported an extra going West.

"This was startling news to the dispatcher, who knew of no extra due at that point. He called the young operator up and sharply questioned him, but the young fellow stuck to his report.

"The next operator, being half asleep himself and hearing the train reported, suddenly jumped to the conclusion that he had allowed the train to slip by and he, too, reported it.

"This confirmed the first operator's report, and the dispatcher was frantic at the thought of a wild train rushing over a crowded track without orders.

"It may seem a stretch of the imagination, but it is a fact, nevertheless, that that phantom train ran for forty miles, being reported at intervals along the line. But at this point there was a large town and the operator was an old hand, moreover he was awake and attending to his business, and the phantom train failed to arrive, although the dispatcher was anxiously inquiring for it, as he was getting tired of tying up trains to give it a right of way, and fearing at every moment to hear of a terrible accident. Finally the dispatcher began calling up the boys along the line who had reported the train, and one by one he got them to admit that they had been asleep when the train went by.

"At last he reached the operator who had first reported the extra and who, after some questioning, declared that if it wasn't an extra it must have been a wagon going over the crossing, and jumping to the conclusion that it was an extra that had passed he jumped up and reported it." — *Detroit Free Press.*

C. E. Layman

was born at Troutville, Va., April 11, 1863, where he resided until sixteen years of age, when he went to Baltimore to attend business college. In 1880 he was appointed deputy treasurer of Botetourt County, Va., where he gave highly satisfactory service for two years. After this he secured a position as assistant agent at Troutville, Va., on the N. & W. Ry., where he learned telegraphy. When the agent received his promotion, Bro. Layman was appointed for the position and he has been agent at that point ever since. Besides his railway busi-



C. E. LAYMAN

ness he is engaged in the canning industry, canning from five to ten thousand cases of fruit and vegetables each year. He has a comfortable home and a small fruit farm. He is a Mason, an Odd Fellow, as well as an O. R. T. In addition to his other responsibilities he is Chief Telegrapher of Roanoke Division No. 113. A System Division has been formed on the Norfolk and Western Railway, another enterprise in which Bro. Layman has taken a prominent part. He was delegate to the O. R. T. conventions at Toronto and Denver, and has again been elected delegate to the Second Biennial convention, to be held at Peoria.

Jerry N. Weiler

was born in the city of Allentown, Pa., August 18, 1861, received a common school education and learned the art of telegraphy while employed as messenger by the Western Union Telegraph Co. In 1879 he helped to organize the Allentown Division of what was then known as the Telegraphers' Protective Association and was chosen Secretary of that Division. He is one of the charter members of Mauch Chunk, Pa., Division No. 131, and is at present Chief Telegrapher of that Division. At present he is employed by the Central Railroad of New Jersey, hav-



JERRY N. WEILER.

ing been with that company since 1882. He was a member of the House of Representatives of the last Legislature, and as such he introduced and secured the passage of a bill which gives to every citizen of Pennsylvania the right to join any labor organization, and punishes the officer or employe of any corporation who attempts to coerce or prevent any workman from forming or joining any such organization. While in the legislature he made a clean record as a staunch advocate of justice and good government. Bro. Weiler was elected delegate to the second biennial convention to be held next May.

James A. Donahue

was born in Rahway, N. J., September 10, 1874, and learned telegraphy under the tuition of his father, who is still an agent for the Pennsylvania Railroad on the New York Division. Before Bro. Donahue was thirteen years of age he was employed as telegrapher in the freight yard of the Pennsylvania Railroad at Harsimus Cove; at sixteen he was promoted to the commercial business office at Jersey City, and after-



JAMES A. DONAHUE.

ward to train dispatcher's operator, which position he held until 1893, when he shifted to the Philadelphia Division and from thence to the superintendent's office of the D. E. & K., where he is still employed. He was a charter member of Philadelphia Division No. 4, afterward transferring to Philadelphia Division No. 30, which Division he expects to represent with others at the coming Convention.

Robert P. Seyfer

was born August 3, 1872, at Mount Pulaski, Ill. He commenced railroad life with the Illinois Central Railroad Co., and for many years was their agent at Ridgeville, Ill. He joined the Order in 1891, and has been a consistent member ever since that time. Of

late years he has been in the employ of the Postal Telegraph Co., and when the Spanish-American war broke out he was manager of their wholesale district office at Omaha. He enlisted in Chicago, in the First Illinois Volunteer Infantry, to serve in the Spanish-American war. He served from April 25 to December 24, 1898, as a private, saw service in Cuba, was on duty in the trenches before the city of Santiago de Cuba seven days, from July 10th to July 17th, the day of the surrender of the Spanish in that



ROBERT P. SEYFER.

province. He embarked from Cuba on August 28, 1898, after having served fifty days there with his regiment, and was discharged from the United States service on December 24, 1898. His military record is good, services honest and faithful, and character excellent, according to his discharge papers. He was elected alternate from Hammond, Ind., Division No. 16.

Luman Stevens.

was born May 13, 1861, at Marcellon, Wis.; learned telegraphy at St. Francis, Ark., in the year 1882, and has worked for various Southwestern railroads since that time. About six years ago he entered the service of the St. Louis and San Francisco Railroad and is at present agent for that company at



LUMAN STEVENS

Valley Park, Mo. He joined the Order of Railroad Telegraphers in 1893, and was largely instrumental in forming 'Frisco System Division No. 32. His services in the interests of his fellow workers are highly appreciated. He is now General Secretary and Treasurer of the 'Frisco Division, and has been elected delegate to the Peoria convention.

L. B. Bobbitt.

was born in Monroe County, West Virginia, in 1873, where he was reared under the guidance of kind, christian parents, who spared no pains to give him a good start in life. He learned telegraphy at Stock Yards Station on the Chesapeake and Ohio Railway and afterwards entered the service of that company, staying with them over three years. Leaving there he entered the service of the Norfolk and Western Railway; after working one year he resigned to attend college at Waynesboro and Lynchburg, where he completed his business education and then re-entered the service of the Norfolk and Western Railway where he has been employed ever since.

He is a member of Roanoke, Virginia, Division No. 113, and an energetic and con-



L. B. BOBBITT

sistent order man. At the December meeting he was elected Chairman of the Norfolk Division, and also as delegate to the Second Biennial Convention.

C. W. Cook

was born in Franklin County Kansas, has worked for the Atchison, Topeka and Santa



C. W. COOK

Fe Railway for the past twelve years. Bro. Cook is a member of the A., T. & S.-F. System Division No. 23; elected alternate to the Second Biennial convention in May next. He is located at Ottawa, Kansas, and has been employed in the relay office there for over nine years.

L. A. Bowman

was born near Amanda, Fairfield County, Ohio, November 21, 1868, where he resided with his parents and attended the common schools; at the age of fourteen, he, with his parents, moved to Franklin County, and soon after moved to Morgans, Pickaway County, Ohio, where he attended school and put in his leisure time learning telegraphy. In September, 1890, he accepted a position



L. A. BOWMAN

with the B. & O. R. R., and has been in the service of that company at different places, and at present is agent at Morgans, Ohio, where he has resided since January, 1897; was married to Miss Ona Seeds January 27, 1898, and is the proud father of a big O. R. T. boy. He joined the O. R. T. in 1891 and has been true to the Order at all times; has served as Secretary and Treasurer and is now Chief Telegrapher of Columbus, Ohio, Division No. 38.

H. P. Sebring

Secretary and Treasurer Newark, N. J., Division No. 118, was born at Somerville, N. J., July 19, 1873; attended the public school until 16 years old; spent one year in the dry goods business; in 1888, accepted a position as messenger in Somerville; in 1889 was able to handle a small office; has been in the employ of the Central Railroad of New Jersey since that time, and is at present



H. P. SEBRING,

head ticket agent at their main office in Elizabeth, N. J., having been promoted to that position November 28, 1898. He was admitted to Newark Division No. 118 in 1892; has filled various offices; was elected Secretary and Treasurer in February, 1895, 1896, 1897 and 1898.

Bro. Sebring has been chosen as a delegate to the second biennial convention, to be held in Peoria next May.

J. A. Newman

was born at Richview, Washington County, Ill., January 18, 1861; commenced work for the Santa Fe at Norman, O. T., September 1, 1890; transferred from there to Wichita, Kan., in December of that year, and has worked there ever since. Bro. Newman is general Secretary and Treasurer of Atchi-



J. A. NEWMAN

son, Topeka and Santa Fe Division No. 23, also delegate to the Grand Convention to be held in May. He was a delegate to the conventions held in Denver, 1894, St. Louis, 1895, and Peoria, 1897.

James Finlay Burnett

Delegate to the second biennial convention from Missouri, Pacific Railway System, Di-



JAMES FINLAY BURNETT,

vision No. 31; was born in Marshall, Texas, September 26, 1870; learned telegraphy there and entered the service of the Texas and Pacific Railroad in 1888; worked on the "Cotton Belt" for a short time, and went to Little Rock in 1890, where he is in the employ of the Missouri, Pacific Railway. Bro. Burnett was Chief of Little Rock Division No. 153 for many years, until that Division was merged into the System Division that now covers the entire Missouri, Pacific Railway.

B. A. Meyer

Secretary and Treasurer of San Francisco Division No. 170, learned telegraphy in 1882; worked three years for the Chicago and Eastern Illinois Railroad, Chicago; worked two years for the "Frisco" at Severy, Kan.; two years and a half for the Northern Pacific, in Minnesota, North Dakota and Washington; then went to California, in 1890,



B. A. MEYER,

and hustled freight at Petaluma, and acted as relief agent and operator for the San Francisco and North Pacific Railway; also in train service. Bro. Meyer has been with the Southern Pacific Company since 1892, and is agent at Ocean View, near San Francisco. He has been elected delegate to the second biennial convention.

Charles Richard Chenoweth.

was born near Leon, Kans., in May, 1877; educated in the Leon schools, graduating from High School in the Spring of 1894 and entered the service of the St. Louis and San Francisco Railway Company in that year, where he learned telegraphy. He was relief operator for this road from October, 1895, to

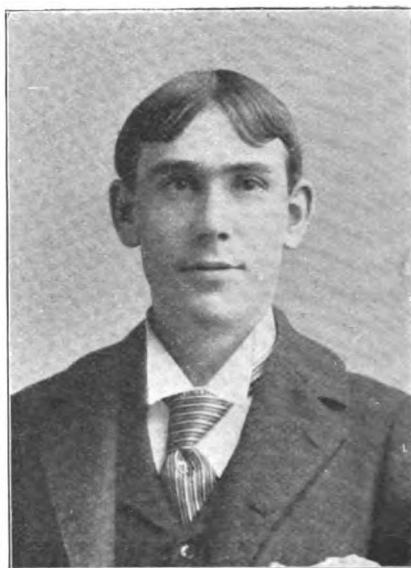


CHARLES RICHARD CHENOWETH

June, 1896, when he became regular night operator at Beaumont, Kans.; which position he has held continuously since that time. Joined the O. R. T. in the latter part of 1896. Elected member of Board of Adjustment for Kansas Division of the "Frisco Line" at the last election, and as alternate to the next convention.

James Laurence Brierton.

was born in Missouri, twenty-three years ago, has been in the employ of the Missouri Pacific Railway since April 6, 1892. He joined St. Louis Division No. 50 in September 1892 and never missed a card since that time. When Division No. 50 was merged into Missouri Pacific System Division No. 31, Bro. Brierton went with it and he is one of the charter members of the new System



JAMES LAURENCE BRIERTON

Division. He is a member of the Local Protective Board on the Missouri Division and one of the six delegates to the Second Biennial Convention.

S. H. Eakin

of Homestead, Pa., learned telegraphy in 1881; took charge of his first office in 1882:



S. H. EAKIN,

has held positions on several railroads; joined Division No. 4, located at Willmar, Minn., August 4, 1887; has been a member in good standing ever since; transferred into Pittsburg, Pa., Division No. 52 in 1888; has passed through all its chairs, and represented the Division as a delegate to the conventions of the Order held in New York, Chattanooga, Toronto, Denver and the first biennial at Peoria, and has again been elected delegate to the second biennial convention.

D. E. Splann

was born at Trout Run, a little village on Pine Creek, in Pennsylvania. He learned the art telegraphic on the Fall Brook Railroad, and worked at the business about



D. E. SPLANN.

eight years, joining the Order in 1892. He is now engaged in the life insurance business, and is doing very well. He was elected delegate from Williamsport, Pa., Division No. 24, to represent that Division at the Second Biennial Convention.

T. W. Barron

Alternate delegate from System Division No. 31, is a well-known member of the Order. Bro. Barron represented his Division in the Toronto, Denver, St. Louis and Peoria



T. W. BARRON,

conventions, and at the meeting of Missouri, Pacific System Division No. 31, held in St. Louis, January 9, 1899, he was elected permanent general chairman for the Missouri, Pacific Railway. He is located at St. Louis, Missouri.



Telegraphed For His Pipe.

THE telegraph offices of the London-Brussels and London-Paris Cable Companies are directly opposite to each other in one of those narrow streets of London. The operators are good friends, and often when work is slow cross to each other and have a friendly chat. It happened during the English Soudan war that the operators were kept constantly at their instruments, not having time for calls. The operator of the Paris cable discovered that he had left his pipe on the table of his colleague across the way the night previous. To go over and get it was an impossibility. The clicking of the instrument would not permit even rising from his chair. He could not catch the eye of his friend to communicate to him by signs. He called the Dover office to connect him with Calais, across the channel; the operator there put him on with Paris, thence with Chalon, Coblents, Brussels, Ostend and back to England with his comrade across the way. Then he sent the following message: "If it is possible for you to return my pipe without it being compelled to follow the route of my dispatch, please do so immediately." His friend happened to have an assistant, who took the pipe over at once. This message traveled England, France, Germany, Belgium and England.—*New York World*.

One on the Vice President.

JIM was "broke." However, he managed to reach Vancouver, and walking into the headquarters office of the Canadian Pacific, said to the manager in charge, "I am Jim Wardner, and I am an old friend of Tom Shaughnessey. Will you please wire him and tell him I am here broke, and want transportation to Montreal?"

The manager, somewhat impressed with Wardner's peculiar presence and address, telegraphed Mr. Shaughnessey:

"Man named Jim Wardner, who says he is an old friend of yours, wants transportation to Montreal. Shall I give it to him?"

Back came the reply: "Don't let Jim walk."

Wardner at once obtained transportation, and left on the first train for the East. Ar-

riving at Montreal, he called at the general offices to see Mr. Shaughnessey, renew old acquaintance, and thank him for the favor granted. A number of prominent Canadian gentlemen were present when Mr. Wardner entered Mr. Shaughnessey's office with a hearty greeting of his old friend, which was as heartily returned.

"Hello, Tom; so glad to see you, and thank you."

"Well, well, Jim; is it really you?" Then, with the real Shaughnessey twinkle of the eye: "How under the Heavens did you get here so soon, if you were broke?"

"Why, Tom, thanks to your telegram, 'Don't let Jim walk,' of course I was at once furnished transportation, and here I am."

"Confound those operators!"—with apparent severity. "It is strange they cannot get my message through correctly."

"Didn't you telegraph, 'Don't let Jim walk?'" interrupted Wardner.

"Certainly not. My answer was: '*Don't! Let Jim walk!!!*'"—*Anglo-American Magazine*.

The Labor Press.

THE progress of the labor movement in the United States has been gradual—sometimes even slow, but that the cause is surely advancing no well informed person will deny. The principles upon which the cause is founded are so broad; the question of reform and human progress which are inseparably interwoven with the movement are so comprehensive that the ordinary person in the busy world has little idea of what is being accomplished, or of the vast possibilities within the reach of men, which can be achieved through honest co-operation and perseverance. These successes have depended in the past and must depend in the future more upon the well directed efforts of the labor press, the journals, magazines and newspapers devoted to the cause of labor, than to any other single agency. The labor press must be supported and encouraged by union men if they expect to obtain relief from the many unjust conditions forced upon them. These publications are the agencies through which we keep in touch with our co-workers throughout the land. They are the senti-

nels that guard our interests and sound the note of warning upon the approach of danger; the champion that protects our principles in the face of every attack; and the guides that direct and aid us with judicious counsel in the hour of need. The men who conduct these publications are almost invariably men who see and understand the dangers which are gathering so fast they seriously threaten in the near future to completely engulf society as they have already practically submerged the body politic. These men deserve the hearty support and co-operation of every person, man and woman, who makes each a unit in the society of honest workers; workers of brain and muscle, the professional men; tradesmen, merchants, ministers—all who embrace what we call society. They are the ones who live, not lean on society; give them a helping hand, it is worth your while, and they will appreciate it. — *Quincy Labor News.*

Playing Checkers by Wire.

TELEGRAPHERS have a way of amusing themselves and whiling away the long and tedious night hours that is not generally known. At many stations the telegrapher has to stay awake all night, not daring even to take a short nap. Anyone who will try to do this will find that it is one of the most irksome tasks in the world, and especially is this the case when there is very little to do and the clock seems to try and see how slowly it can tick.

Many years ago someone devised the plan of marking numbers on the squares of a checker board, so that the moves could be telegraphed. Along some lines every telegraph office will have a numbered checker board, and, when business is quiet "in the lean place of the night," two experts will strike up a game, and all the interested ones will get out their own particular board and make the moves as indicated by the telegraph signals. When a mismove is made by one side or the other, it is no uncommon thing to hear a howl of derision come along the line from some unexpected quarter. It is the first indication that someone is keeping close tab on the game.

One night the writer was whiling away

time after midnight in a game with an expert up the line, who, by the way, had always proven too much for him, never having allowed him to win a game even as a consolation prize. A passenger who was waiting for a belated train happened to pass the window, and saw the checker board. Coming around to the wicket he asked me if I was playing solitaire, and when I informed him that I was playing by telegraph, was much surprised. He asked me who was best man, and when I told him that I always lost, he asked permission to play my hand.

The result was that my distant friend was trounced to the tune of six straight games, in some of which he never reached the king row. It so happened that we never had an opportunity to play again, and my opponent does not know from that day to this that he was most mercilessly jobbed.

An Interesting Invitation.

THE Miners' Union of Cripple Creek, Col., has gotten out a unique invitation to non-members that contains some points that apply with equal force to non-union men in other classes. It reads as follows:

"To the recipient of this card: To you the Miners' Union sends greeting and asks your careful perusal of the following:

"If you are working in or about the mines you are enjoying the good wages and short hours which come by virtue of a struggle made by the Unions of this district, backed by the Western Federation of Miners, to which they are all attached.

"We hope that you are not so entirely selfish as to continue to enjoy these benefits without contributing your mite to the cause that is yours as well as ours. We therefore invite you to come and be one of us. Come and help make our laws and govern the body that holds the destiny of the miners of the Rockies.

"No matter what may be your creed or religious belief, or how varied may be our opinions on such subjects, we, one and all, have a common interest in maintaining and guarding all of the interests pertaining to our craft.

"You are either for us or against us—

there is no middle ground. If you persistently refuse to join, it must be taken that you are an enemy of organized labor, and are not willing to do what little you can to further the interests of the craft in which you are employed.

"We exact no obligation that in any way conflicts or interferes with the duties that you owe to your country, your religion, or your fellow man.

"Our initiation fee is \$5 and dues \$1 per month. We pay \$10 per week sick benefit to sick or injured members, and make a liberal allowance to bury our dead.

"The presentation of this card is a formal invitation for you to join us. If you wish to aid those who are helping you, sign below and return this card to the giver.

"P. S.—This card is numbered and accounted for. You will be reported and recorded as having had an invitation to become one of us. What is your answer?"

Art of Going Without.

THERE is no art that gives greater rewards from its acquiring than does the "Art of Going Without." It is not an easy art to learn, for the tendency of our complex civilization is to multiply the list of apparent necessities and with the multiplication comes the care and worry incident to many things.

Our homes are crowded with furniture, bric-a-brac, rugs and pictures until there is no more room in them—not even room to rest.

What a lesson a Japanese house conveys to the anxious Marthas of American housekeepers. The movable partitions, the few cushions with the tiny little stool-like tables—and that is all. Yet it is artistic.

There is always one valuable ornament like a vase or picture, but there is a sense of infinite rest about it.

They have made "going without" an art. At no time would this art give greater returns to its students than in the summer months. Three meals a day are a tax upon the ones that prepare them and those who eat them. Yet in most families the whole elaborate routine of heavy meals is followed

while the thermometer shows its ambition and continually climbs higher. Here is a great opportunity to gain by "going without."

Simplicity in food is a great gain in every way—health, temper and pocketbook all profit by a careful study of what may be omitted. It is an old saying, "Put anything by and you will find a use for it." It is a much truer one, "Go without what you think you need and you'll soon find you don't need it."

Half the troubles of life come through our possessions. We gain not so much by what we have as by what we can eliminate.

The things we cannot afford to do without are leisure, a quiet mind and steady nerves, and none of these things are left us by the pressure of the "many things" that we grow to believe necessities.—*The Co-operator*.

About Rich Men.

THE following item going the rounds of the press simply proves that life is more of a gamble than it ought to be. No man will have the temerity to assert that these men really earned the money that afterwards made them famous:

Wanamaker's first salary was \$1.25 per week.

Cornelius Vanderbilt began life as a farmer.

A. T. Stewart began life as a school teacher.

Lucky Baldwin worked on his father's farm in Indiana.

Pulitzer once acted as stoker on a Mississippi steamboat.

Cyrus Field began life as a clerk in a New England store.

Jay Gould canvassed Delaware County, New York, selling maps at \$1.50 apiece.

P. T. Barnum earned a salary as bartender in Niblo's theater, New York.

Andrew Carnegie did his first work in a Pittsburgh telegraph office at \$3 a week.

C. P. Huntington sold butter and eggs for what he could get a pound and a dozen.

Adam Forepaugh was a butcher in Philadelphia when he decided to go into the show business.

The Haunted Switch.

STOP HIM!" These were the words that flashed over the wire from Buford Switch to Colorado Junction, one glorious morning last June. They ordered the arrest of Stephen Bradley, the night operator at Buford Switch, who had that very morning eloped with Una McCain, daughter of the great ranchman. The telegram was signed by Una's irate father, who threw it down upon the operator's desk with an expression of rage and disgust. The young people had taken a railroad velocipede and were making all possible haste toward the justice's office at Cheyenne, some forty miles distant. Colorado Junction was the only telegraph station between Buford Switch and Cheyenne, and the ranchman hoped to stop the young people there. Steve's acquaintance with Una was not an extended one, in fact they had first sight of each other but three months before at the station ticket window, and had gravitated toward each other as rapidly as the furtive glances of a vigilant father permitted. Amid the monotony of Buford Switch Una's company was to Steve like a ray of sunshine in a dungeon, for few places on this earth are more lonely than a night telegraph office on the Wyoming Desert. Especially is this so when that same office is haunted by a headless ghost. To Steve

the dreariness was almost oppressive, for he had come from an Eastern city and had always been a gallant among the fair sex. Indeed, his kind disposition, his gallant deportment, added to his dark eyes and raven locks, were always passports to feminine favor. Before meeting Una he spent most



PRIVATE LODGE IN OPIONGO HILLS.

of his days at Cheyenne, and there learned to gamble and to drink.

It was presumably his dissolute habits and good looks that put him in such deep disfavor with the ranchman. Since that evening, when his attention was attracted to the ticket window by a voice that was almost angelic in its sweetness, looked up to see a singularly beautiful face, and gazed into the depths of blue eyes, he vowed to the day operator that to gain the love of Una he would try hard to live a better life. This

resolution he firmly kept, for before many days he had stopped his visits to Cheyenne, had made Una's acquaintance, and was taking long rides with her on her fleet-footed ponies. This improvement in Steve's deportment, however, did not soften the ranchman's heart toward him, and it was evident that there were other reasons for his disaffection.

There lived on the adjoining ranch, Hollis, a bachelor, some years past forty, a fellow-country-



STEAMBOAT CHANNEL, PARRY SOUND, ONT.

man of McCain, from the same parish in merry old England. He needed a house-keeper very much, for his abode was a babel of confusion for the want of a helpmeet, and notwithstanding the disparity between his age and Una's, he felt confident that she would at no distant day become the guiding hand of his household. McCain also was willing that they be married, for he needed a son-in-law to exchange work with him on the adjoining ranch. Una, while she was much attached to her father, and lent him aid and sympathy whenever she could, showed no co-operation with him when he proposed her marriage with Hollis.

Since making Steve's acquaintance, Una avoided Hollis in every way possible. The neighbors said that those two years she spent in the University at Cheyenne had made her too "high-toned" to care for the company of a farmer. There was much truth in this, for since she returned from school she liked to speak of things of a sphere much beyond simple ranchman's life.

No one who saw the handsome young telegrapher beside the rude, bent frame of the ranchman, could blame Una in her preference for Steve. Then did McCain try hard to turn the mind of his daughter against Steve; he represented him as a good-for-nothing, drunken vagabond, but Una only smiled. Una's mother, however, was a native American, and her preference for Steve was natural. It must be remembered that in Wyoming "man proposes and woman disposes." At the ballot box they are equal with men, but in domestic affairs they are usually supreme. Mrs. McCain expressed her views with remarkable vigor to her husband, and there was great discord in the McCain home.

McCain chuckled when he heard that the headless ghost had again returned to make life hideous for the night operator at Buford Switch. "We'll soon get rid o' that lad that works nights there, and I'll be glad when he's gone," said McCain to himself.

The headless ghost had not appeared in several months, but before that it had been a regular visitor for three years, and had scared away as many operators, who, strange to say, had presumed to call on Una. The station was known by the trainmen as the haunted switch, and they said the spook was the restless spirit of Jim Corcoran, who

came to haunt the night operator for leaving the switch open on that fatal midnight when his engine left the rails, ploughed through the desert and turned on its side and cut off his head. The headless ghost always appeared just at twelve o'clock, and vanished after giving the signal to close the switch.

In the little red station, just across the track from the water-tank and section house, Steve kept his solitary watch by the whispering telegraph instruments in the awful stillness of the night. The early night trains would thunder by, then there would be an interval of two hours, from eleven p. m. to one a. m., when the silence, so death-like, would be broken only by the wailing of a coyote. He was terrified almost to death by the first two visits of the headless ghost.

"I'll resign tonight, Mrs. Coggin. I can never live through another ordeal like that of the past two nights," said Steve to Mrs. Coggin, the section boss' wife, at breakfast.

"Have courage, Steve, avourneen," said Mrs. Coggin in her kind way, "'tis sure I am ye see no ghost a'-all a'-all. Meself and Coggin'll sit up wid ye tonight, an' we'll see if it's a rale ghost or not."

Coggin and his wife sat up with Steve that night. All was quiet at the lonely little switch after the eleven o'clock express had thundered by. The little red signal lamp sputtered on its pedestal from an occasional gust of wind; but otherwise the oppressive silence was broken only by the mournful wail of a distant coyote. A pale new moon was scarcely visible behind a rick of ashy-colored clouds. The telegraph instrument whispered in the corner. Even the mention of a ghost in such a place was sufficient to fill one with an ugly nervousness. Inside the little office the three persons kept a close watch upon the minute hand of the clock, and just as it pointed to the midnight hour the watchers exchanged glances which told that they were conscious of approaching footsteps. Thud! thud! it came.

"Here Steve, me lad," said Coggin, handing him a flask of whisky. "Drink this, and jump on this devil whin it comes up here: I'll be wid yeh, don't be afeard. If its a man, an' as big as Goliath, we'll bate him into gruel, while if its a ghost he can't hurt yeh."

Steve took a deep draught from Coggin's flask, then nervously waited till the ghost came within the zone of light from the station door, and there before the terrified watchers stood the awful form of the headless man. It gave the signal to close the switch, then began to walk backward toward the edge of the platform. Mrs. Coggin shrieked and fell to the floor in a swoon.

Steve jumped at the apparition, caught it about the waist and over and over they rolled on the platform. Coggin lifted his wife from the floor and jumped out to help Steve. They held the spook down, Coggin tore the gunny-sack from its head, and lo! there was the face of Harold Hollis. Never did the sage-brush plains echo with more indignation than Coggin hurled at Hollis.

"Ye'll scare this fine, dacint lad from his job, will ye! so that he'll not sthand betwixt yerself and the McCain girrel, will ye! ye bloody English hound!"

Coggin emphasized each word with a blow, and had not Mrs. Coggin begged mercy for Hollis, the masquerader might have fared badly. When, the next day, the news of Hollis' cowardly trick had been murmured among the ranchmen popular indignation was expressed against Hollis, and Steve and Una had the sympathy and approbation of the entire community. Even McCain's hired men refused to help Hollis

to make hay. Then McCain forbade Steve to set foot upon his domain or speak to Una, and the elopement was the natural result.

The telegram with which our story opens



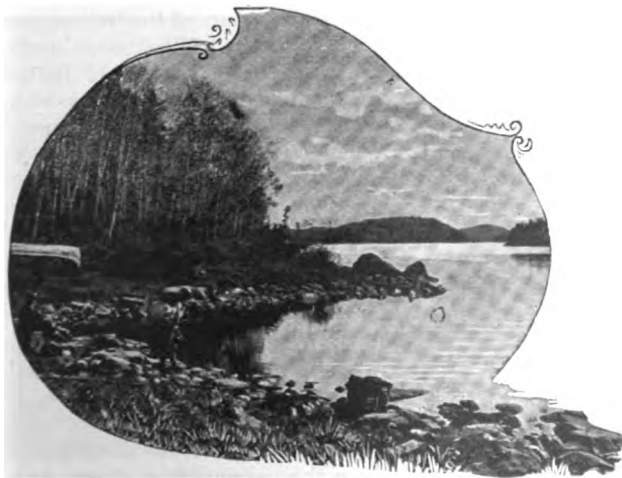
PORT COCKBURN, MUSKOKA.

was addressed to the sheriff of Colorado Junction, and McCain threatened all kinds of dire vengeance to the telegraph company and the operators if they failed to deliver it.

The night before, however, Steve had arranged the affair with his fellows along the line, and knew he had clear sailing so far as they were concerned. Telegraphers are noted for their fidelity to one another, and Steve and his friends on the Wyoming Division were no exception to the rule. In the still watches of the night he had told over the wire his love for Una, and expressed his contempt for her father, for Hollis in his cowardly trick of masquerading as the headless ghost. * * * * *

McCain was utterly bewildered when he looked across the plain and saw the lovers fading into a mere speck; they were at least eight miles away. There would be no train for three hours, it would be madness to attempt to overtake them by horse, for it was forty miles to Cheyenne, and down hill at that.

"I can't raise the operator at Colorado Junction," said the day operator to McCain. McCain tore up and down the station platform, much in the situation of the man



SCENE IN ALGONQUIN PARK.

in the song who "never said a word but tore his hair." Just then Pat Coggin, the section boss, put his hand-car on the rails to make his morning trip of inspection. McCain rushed up to him and demanded that he make a race after the lovers.

"Are ye crazy, man? Sure, ye might as well be whistling jigs to a milestone as tryin' to catch them; sure, an' they pulled out o' here at sivin o'clock, an' the devil himself won't be able to catch 'em on that down grade," said Coggin. Then McCain flourished a twenty-dollar bill, and the money, in keeping with its proverbial powers, made the wheels go. Coggin gave a significant wink to his men as he told them to come down on the handle-bars of the car. The men easily understood that Coggin wished them to "play possum" on McCain, and that, while he thought there was no possibility to overtake Steve and Una, he had no desire to do so, even if it were possible.

Like an arrow shot from its bow the hand-car darted out of Buford Switch and flew onward over the rails. On, on, it went, while McCain yelled at every mile-post they passed: "We're gaining on them! We'll catch them, sure!" It was truly remarkable the speed they made down that grade. Far ahead, on the straight steel rails that glittered in the morning sun, the lovers almost flew on their velocipede. The hand-car was surely gaining on them, for their forms at first a mere speck, were now becoming quite distinct. The greater weight and superior force of the hand-car gave it a great advantage over the velocipede.

Steve's strength seemed to be giving out, for the hand-car was making great gains. The space between the cars did not seem more than three miles, and McCain yelled in triumph: "I'll win! I'll win!" The strength of Steve seemed to be entirely spent. Appearances were deceiving, however, for while McCain was spurring on the section men to their utmost powers, Steve was leisurely coasting, preparatory to the final spurt. The hand-car had approached within about a mile and a half of him, when he renewed the race, leaving it two miles behind in three minutes, and entering Cheyenne two and a half miles ahead of the hand-car. McCain exhorted the section men to make a supreme effort to cover the remaining distance. He shook his fist

threateningly at Steve, as the young people left the velocipede.

A great crowd had gathered at the station, and most of them spoke encouraging words to Steve and Una, while others yelled: "The old man won't do a thing to you!" Steve's friends made way for him through the crowd, and he and Una disappeared up Ophirite avenue. Here a friendly justice's sign greeted them, they procured a marriage license and the law took its course.

The railroad company gave Steve a better position, and he and Una are happy. But as yet there has been no reconciliation between himself and McCain — no indeed.

M. JAMES NEY.

Telegraphing Irish.

THE *Westminster Gazette* says the Irish postoffice officials have accomplished a feat which deserves more than passing recognition. There has just been concluded at Letterkenny, County Donegal, an Irish festival, which lasted for a week. It was decided by the promoters that the occasion should be taken advantage of for encouraging the revival of the Irish language. An Irish language congress was held, and numerous speeches were delivered in the ancient tongue of the Gael. These addresses were reported next day in the *Freeman's Journal* in Gaelic characters, and how this was done is noteworthy.

The Irish Telegraph Department, recognizing the Gaelic nature of the festival, sent down to Letterkenny a Wheatstone staff of nine men, under Mr. Donnelly, of Belfast, with two instruments, and an Irish-speaking operator, Mr. Halpin, a Clare man, on the Belfast staff, was included, to deal with the Gaelic. A Gaelic telegraphist was also put at the receiver in Dublin, and the Letterkenny staff, when dealing with the first section of the work in Irish, not knowing of the special arrangements at the general post-office, made inquiries if the words were accurately received, and were rather surprised to receive a satisfactory answer in Gaelic across the wire. The work was sent rapidly and accurately, and the Irish telegraphists engaged in it are to be complimented on the capacity they displayed to meet the emergency.

Pen, Piano and Key Paralysis.

THE following article was written by Dr. B. Y. Boyd, the celebrated electro therapist, of Chicago:

Telegraph operators and other classes engaged in taxing the capacity of certain groups of muscles, will be glad to learn that failure of those muscles can be prevented, and when "loss of grip" has already occurred, that a cure is possible—a permanent and radical cure—so thoroughly tried and tested as to now be beyond the peradventure of a doubt. Such troubles have been increasing very rapidly the past few years, caused by trying to keep pace with the general rush and struggle in business life. Everything nowadays is done in a hurry, though there is probably one exception to this, and that is with pianists—the failure of muscles in their cases being partly due to the effort, tension and control required to get the lightness of touch to express the player's conception of the music.

I quote from the *Chicago Record* what Mr. Paderewski has to say of his sufferings: "I have frequently found that, though while playing, I have experienced no trouble from my muscles being overtaxed, but afterwards,

the reaction has set in and I have no little exhaustion and weakness in the muscles of the shoulders and neck. I have also suffered from severe neuralgic pains, affecting the nerve which runs from the head and conveys impulses to the deltoid muscle. Weakness in the small of the back has also



CACHE LAKE. Courtesy—C. A. RY.

been by no means uncommon." Some telegraph operators and typewriters have the following to say of their symptoms:

"I first began falling down on certain letters; then, after a time, stumbling on several of them. Finally loss of grip ensued—that is, the wrist weakened, the second finger flew up away from the key and the wrist rose up in the air—a cramped position.

Having worked a fast press wire and being unable to 'send,' I was obliged to give up that side and go on the other. Have no doubt but that the use of the typewriter also affects the sending arm."

"Have been in the telegraph business for fifteen years. Finally my arm began to feel the effects of hard work and got worse almost daily till I had to hold a handkerchief in my hand to keep it from falling down. Even then it was very hard work to send. At last I gave out entirely and had to go on the receiving side. The hand seemed to be the worst cramped, although



ROCK LAKE, ALGONQUIN PARK. Courtesy—C. A. RY.

the fore-arm hurt at times, and the wrist got very lame; my arm having a singularly helpless feeling."

"First felt loss of control in my arm above the elbow—felt as if something tight was around that portion of the arm it would enable me to send. This loss of control gradually extended into the shoulder, then down to the wrist, until the only way I could make a letter was to put my wrist on the table and tap slowly on the key with my

it was almost impossible for me to keep my first two fingers on the key. I would gradually draw over to the side of my thumb and send with that."

"The first symptoms of arm paralysis may be noted in the occasional 'breaking' by the receiver, on what, in the opinion of the sender, is perfect 'Morse.' Further indications are detected when the sender becomes assured that the 'breaks' are most frequent on certain letters or combinations of letters.

This is followed by a feeling of uneasiness when these combinations appear in the matter on which the sender is engaged. To overcome the nervousness produced by this uneasiness, the sender usually resorts to spasmodic effort to render these combinations perfect. In so doing he finds himself obliged to adopt a different position in grasping the key. The troublesome combinations increase in number and the disease progresses, and for this reason the handling of difficult words, cipher or code business becomes abhorrent. The next stage of the disease becomes apparent when a sender finds he can no longer manipulate the key with his former freedom and adopts another mode of working. The next movement, usually resorted to, is one which is obtained by a contraction of the muscles of the fore-arm in the effort to make the fingers rigid. In this movement the first and second fingers only, are used, and one or both are soon rendered inefficient by the heavy strain



OUTLET TO CACHE LAKE. Courtesy - C. A. RY.

finger tips. Finally it became hard work for me to hit the keys on the typewriter, and would have to hug my elbows to my sides to work the machine."

"My hand first began to feel heavy and I noticed I would have to stiffen the spring as stiff as could be in order to send at all. Whenever I would come to a word with 'B' in it, I could hardly control my hand; the figure '3' was made with difficulty, also, and

which formerly required the use of the entire hand."

As to the cause of the disorder:

The recent conclusions are that these troubles are purely muscular, as far at least, as any degeneration is concerned. The general health and the condition of the nervous system, of course, may remotely affect the muscle or local condition for wear or woe, according as to whether they are

par excellent or injured by abuse of any kind—irregular hours, loss of sleep and dissipation excesses tend to retard, while good habits, moderate exercise and plenty of sleep assist recovery. In lame arms, such as we refer to, we have a muscle exhaustion, a fatigued, overworked and debilitated condition. The circulation is poor, malnutrition exists, there is a lack of harmony and balance between the working and idle muscles—some become weak from too much work and sap the vitality of their neighbors and all together becoming useless and stale as a “glass arm.” The nerve may convey the impulse from the brain, but the muscle is bound down, as it were, and responds slowly or not at all—its elasticity having been exhausted. Anxiety to do work well and with great speed, lays a constant stress upon the tired muscles, until finally the arm fails entirely. The natural recuperative powers can no longer equalize the forces of the muscles and permit them to rest; they are too tired, too exhausted to rest, in fact, nutrition must be re-established before they can rest. That is why quitting work will not cure—the process of nutrition must be started up and continued long enough to give tone, quality and flexibility to the muscles. The debilitation and weakness of the walls and valves of the veins must also be eradicated by proper treatment, and thus permit the prompt return of the blood from the parts to the heart and lungs for purification, to again return through the arteries to rebuild and nourish.

Telegraphers, writers, pianists and all whose calling jeopardizes the vitality of certain muscles should not neglect the early symptoms of failure. If it requires an effort to do now, what once you did with ease; if your muscles ache; if your work is a drag, you should seek relief before muscular degeneration occurs. Every case is curable, and when cured, stays cured. Work becomes a pleasure, and the quality will equal the best you ever did.

In regard to the cure :

Medical electricity, up-to-date, in technique and apparatus is the never-failing remedy, when controlled and manipulated by a skilled physician and one well versed in electro-therapeutics. Family and portable batteries are worse than useless in the treatment of these disorders, and failure must necessarily follow their use—that is why many make the statement: “I have no faith in electricity.”

One must see a modern electric machine in action to appreciate its wonderful possibilities. In a moment the body can be so bathed in it, that great streams, in the form of lightning flashes will issue and escape—



TIMBER SLIDE, MADAWASKA RIVER. Courtesy—C. A. RY.

the body acting as a condenser, becomes surcharged and overflowing, every molecule is permeated and the functional activity of every organ is promoted, thus compelling the system to eliminate the waste tissues and to take on oxygen and increase assimilation.

No one can take the treatment without receiving general as well as local benefit. There is no danger in the form of electricity we use, because no chemical changes take place—the atoms are not disturbed. The effects are agreeable, and the improvement often noticed after the first seance, the arm and hand feels lighter and control of the muscles is increased. Confidence in the result of the treatment is assured, when one

views the painless muscular contractions and realizes how these vitalizing waves of electricity extend their benign influence to every part and parcel of the entire body.

The Code a Great Relief.

A MEMBER of the profession, who has had large experience in such matters, informs us that many operators who have not tried it have not the slightest idea of the great relief afforded to a tired or broken-down sender the use of Phillips' Code affords, says the *Telegraph Age*. A good receiver would prefer spaced code to draggy "sending" written out in full, and no more forceful evidence of this could be desired than to assert that wherever the plan has been tried between two operators, they have found it so beneficial to them, whether sending or receiving, that so far as they are individually concerned, the adoption of the code has been made a permanent feature of their daily work. Coded matter, whether in the form of press dispatches or messages, relieves the mental strain of the receiving operator. In fact, his labor is not half so difficult, particularly if the sending operator spaces well. Notice the following examples of the abbreviations now in use, taken from a copy of Phillips' code, a trial of which will convince the most skeptical of the advantages of these contractions.

Operators essaying to learn to send the accompanying system of codification will achieve that object with comparative ease by beginning, and continuing, methodically. They should first commit to memory the meaning conveyed by the single letters, as follows:

B—Be.	P—Per.
C—See.	Q—On the.
D—In the, or pence.	R—Are.
F—Of the.	T—The.
G—From the.	U—You.
H—Has.	V—Of which.
J—By which.	W—With.
K—Out of the.	X—In which.
M—More.	Y—Year.
N—Not.	Z—From which.
O—Of.	

Also a figure 4 for "where," a figure 5 for "that the," and a figure 7 for "that is." These figures are expressed, as will be seen further on, thus: Fr—four; fv—five; sv

—seven. They should be so sent whenever they appear singly. Occurring in groups, they may be sent in the usual manner.

The following exercise is written out more fully than is necessary, in order that beginners may be able to read it readily, and catch the spirit of the scheme without undergoing the annoyance of having to hunt through the book for the definition of arbitrary contractions:

T Amn sprit as ix eld, h a cntemt fo ti's halowg infncs. Indeed, it seems to be tt ti cann halow, bt can ony dstroy. N mny ys ago Lafayette Plc ws l f most imposg patricn qrs o N Y. T clmrs o Bway ca to it ony in a dremy murmr. Its length ws n gt, bt it hd a lordly bredth. Win easiest akc f most busy purlus, its quietude ws provrbl. So infq wr vhiels alg its pavmt tt in sumr t gras wd ofn crop ot tr lk fringy scrolwrk nr t wl swept sidwlk & clnly gutrs. At l end 4 tis staly ave is crosd bi a narow st ro an imens chh, in rigid clascl stile, w t pintd roof o an anct tml & imen gra flutd pilars frmng its portico.

Ts chh is stil stndg, bt nr it lums a monstus bri blg tt l glc can tel us is a trd rate bdg hu 4 peo w chrs as dingy as t windo panes ma, ph, gan facile admsn. T bdg hu ws onc a fin pvt mansn & hb enlrgd into its pt dreary bignes. Tn, at ts sthn end, stud, un a vy shrt ti ago, t gray old grandeur of St. Bartholomews, 4, bo nrly hf a cntury, t blung brids o ou qn bst fams qn wr marid & thr fatrs & mothrs la in funl sta as t ys rold on. At t nthn end ws onc a spacus dwlg hu, wos oakn hal, w its rchly mediæval carvgs & brilnt windo o stained glas, mite wl hv srvd fo sm antiq abbey over-sea. Bt ts dlitfl old hu h dsaprd & a vast bri structr wh is l o th towrg altars tt we so ofn bld to Cmrc, h sprung up in its stead. Tr ws aso a crn edific closly aja to ts, wh hd a ux porte cochere uj d rl Parisin stile, & splid a dlitfl tuch o fgn novlty. Bt tt, too, h dsaprd si lk t hu w t charmg cloistr l hal, its vy quaintns ws its ruin. If ou blgs can n alw hav t supn adg o rpsntg trad, ty r at leas dilgnt in thr dvon to uglines. Bt Lafa Plc is smhw Lafa Plc stil. Its trnsmatn into chp lodgmts is gradl tho su. T sieg gos stedly on, bt t bsegd hv n yet sucmbd. Ey y t hansm cariags tt rol up & down its aves gro fuer & fuer si ey y its pavmts worn bi t fet o ded & gon Nikrbokrs r m fqd bi shaby

Germans or slatternly Italians. But solid solemnity of Astor Library still dwells scholars & bookworms within its precincts, though the dignity of possession of the Columbia Law School, into which slim bright-faced elegians would once trumpet a mangled new departed foe. A full abode, however, is still to be found here, with burnished door plates & glimpses of rich inner tapestries that hint of worldly prosperity.

[From "A Hopeless Case," by Edgar Fawcett]

The following are a few of the one, two and three letter contractions:

D—In the, or pence. Dc—District of Columbia.

Da—Day, Dca—Decay.
Das—Days. Dcd—Decide.
Db—Debate. Dcg—Deciding.
Dbd—Debated. Dcl—Declare.
Dbf—Destroyed by fire. Dcm—Discriminate.

Dbg—Debating. Dcn—Decision.
Dbl—Debatable. Dcs—Decease.
Dbr—Debar. Dcv—Decisive.
Dbs—Debates. Dd—Did.
Dbt—Doubt.

Direct Legislation.

IS SELF-GOVERNMENT right? If so, the referendum and initiative follow.

I believe in self-government for the sake of justice, safety, mankind, education, development, and therefore I believe in the referendum, the most promising means of enabling the people to exert a more real and effective control over legislation, whereby we may hope to secure a more perfect government by and for the people.

Direct legislation means simply an actual, instead of a mere theoretic sovereignty of the people. We are governed today, not by a democracy, but by an elective aristocracy holding for a term. The people are sovereign only at the moment of election—the men they elect become their masters for one, two, four, six years, as the case may be. Self-government is one thing—the choosing of the men who are to govern you is a very different thing. A child may choose its guardian; a slave might be given a voice in the selection of his master and yet be absolutely subject to his dominion after the choice were made.

Power will be used in the interests of its possessor. If the power of government is to be used in the interests of the people they

must have continuous and effective possession of the government. We call our legislators "agents" and the people their "principals"—queer agents who can give away their principal's property despite his protest, and are not responsible to him during their term of service; queer principal that cannot veto his "agent's" plans, no matter how much he objects to them, nor instruct his agents what to do whenever he sees fit, nor discharge said agents when they refuse to carry out his orders; queer principal who has to obey the commands of his agents instead of giving them orders. Legislatures and city councils not infrequently submit to the people questions of importance on which they wish to enact an honest law, but they never submit a franchise steal to the people; when they are enacting from honest motives they often find the referendum very helpful in coming to a wise and just conclusion, but when they are enacting from corrupt and selfish motives they have no use for the referendum. Valuable gas, electric light and street railway franchises would not be given away to lobbying corporations if we had the referendum.—*Prof. Frank Parsons.*

Death of a Telegraph Pioneer.

CAPTAIN CHARLES SPEAR, of Hingham, Mass., died January 21st at his home in that town, aged eighty-one years. He was one of the leading business men of Boston a quarter of a century ago. He went to California in 1850 and built up a steamboat business there which profited by the mining boom. On his return to Boston he built and was the sole owner of the telegraph line from Boston to Albany. He also built the Cape Cod telegraph line to Boston, in connection with which he established the Cape weather report, which has since come to be looked upon at the port of Boston as one of the public necessities. These reports were telegraphed from Highland Light to Boston, and were displayed in the *Merchants' Exchange* news room on State street of which concern Captain Spear was then the proprietor. He had also been interested in many large transportation enterprises. He was a prominent Mason and Odd Fellow.—*Western Electrician.*

The Story of a Passion.

BIBBS'S was a gloomy little heaven up one flight, and Bibbs, a bald & cranky little god of fiddles, with whiskers half as long as himself, and white as snow. His windows overlooked the

to buy them sometimes, but late years they had found it hard to deal with Bibbs. Raw-toned young violins he sometimes sold, and cheaply, but not the old ones that had been his hope & company for years—not for all the wealth in Gotham. His love of them was constant, and his price beyond all reach or reason. The sale of the Maggini had been a sorry bargain, tho it brought him twice its value. He had not expected that the man would buy it at so high a price. The money was paid and the Maggini became the darling of another owner, who made off with it, while Bibbs stood speechless & confused, and then, as the good wife was fond of telling, "he went a lead-color."

But now buyers came more rarely, and his wife was dead and Bibbs lived quite alone. It was early twilight in the little shop. Bibbs lit a candle, set aside his pots of glue and varnish, and stood thrumming the

solemn old Amati he had just mended, and then he played a strain of music on its silver strings. It was the song of faith from "Elijah." A deep amen went booming under the red dome of the bass viol that lay in a corner, and a low wail of sympathy swept thru the cases on the counter and along the walls—the voice of those condemned to silence in this little shop.

Bowery, and their dusty panes hastened the twilight and delayed the dawn, robbing the day of an hour at each end. The elevated trains went rushing by, but somehow there was silence in this little shop; or was it but the sign of silence that one saw on every side?—the hushed string, the whisper-haunted galleries of pine and maple, the uncommunicative Bibbs. Once it had been a busy place, but the center of wealth and fashion had retreated from it year by year, and now it was a mere nursery of fiddles. And some that lay upon the counter forty years ago were there today, & time had poured its floods of light upon them and dipt them in the silence & the gloom of night, and filtered thru their fibers strains of song and sound until they came to years of understanding like to those of men, & had a voice for human thought. Men came



PERLEY CHUTE, MADAWASKA RIVER. Courtesy- C. A. RY.



ON SAWYER POINT. Courtesy- C. A. RY.

"Yes, yes," said Bibbs tenderly: "Oh rest in Time, for Time is the Lord, and there is time enuf to make all things perfect, even men. You are like a soul. When you were only seventy years old, I suppose the devil had his home in you as he has in me. Goodness is but harmony, and you might be better, you red-bellied son of a whittler."

As had been his custom by day for years, Bibbs carefully inspected the joinings of the Strad. Then again he held his ear against it, and the strings broke into song at the touch of his beard.

"That voice of yours! I wonder what it will be a thousand years from now. Your old body will turn to splinters and to dust some time. Wood can't last forever any more than flesh & blood. When your voice is near perfection you will not be strong enuf to stand the strain of the strings, and then—well, you're a good deal like a man anyhow."

To Bibbs, heaven was the destination of all good violins. "To hell with harps!" said he: "They have no soul in them like this." And hell was, in his opinion, the resort of bad fiddlers, & their playing was the doom of the damned.

Bibbs put the Strad in its case and turned the key. He stood a moment silently filling his pipe. A melancholy cello lying on the floor near by let go a string, humming disconsolately like a lovesick maiden. Bibbs was about to make all fast & retire to his little room behind the shop, when suddenly the door opened, clanging the bell that hung above it. An old man, with a shaven, wrinkled face & long white hair, stood before him.

"Any old violins?" said he, advancing into the shop.

"None to sell," said Bibbs, curtly.

"I do not wish to buy," said the old man, "but I'm a connoisseur, and I would so like to see them."

Now there were men to whom Bibbs gave some toleration and even a degree of confidence—men who had grown old with fiddles and loved them as he did.

"Sit down," said he, pointing to a chair. "I've an Amati, a Guarnerius and a real Strad here. They're not mine; I only take care of them. Play?"

"Once; but you see my fingers have grown

stiff—these wrinkles are like strings that bind them."

Bibbs took the Strad from its case & thrummed it, and as he did so the stranger rose and staggered toward him.

"Let me take it," said he, and his lips quivered as he spoke.

"Stand back, you fool," said Bibbs; "you cannot buy this instrument. It is not for sale, I tell you."

"I shall not try to buy it," said the stranger. "You can trust it in my hands a moment. Brain me if I try to do it any harm. Let me see it; I think I know the tone."

Bibbs hesitated, surveying his caller with suspicious eyes. Then he closed the door and bolted it.

"Be careful," he said; "don't drop it, And with anxious looks he put it in the stranger's hands.

As the old man took the instrument he uttered but a single word, and that was "Sweetheart!" then he kisst its back and sank upon his chair, sobbing softly. He held the Strad across his knee, & every tear that fell upon its slender roof sounded like a drum beat; & when his sobbing ceased there came from it a cry as of a man weeping; and the great bass viol and all the daughters of music lying low in the little shop moaned in sympathy as if they knew and felt and understood.

"Pardon me," said he presently, "I seem to hear the voice of one long dead and dear to me. Thirty years ago it was mine; I fell ill & pledged it for a loan. That was in London. I was a long time between life and death, and when I came to get the Strad they had sold it for the debt. Listen! I shall show you what a voice it has."

He tuned the strings and played, and as he played his fettered fingers were made free. His bow was like a trident quaking the sea of silence, and a dome of music like a mighty bubble rose to heaven, and the light and glory of the morning shone upon it. Far into the night these old men sat together, & the player never rested. Now it so befell that there was a tenant in the Strad who had never heard its thunders. Suddenly a great black spider rusht out of the dark cavern of the violin, and scurrying down the finger board, was crushed beneath the strings. The player stoppt.

"It's a bad sign," said Bibbs. "Sorry you came here. You cannot buy the Strad, and there's no peace for you."

"Unless you let me live here and help you tend the shop," the stranger said. "I have money & we both love music, and you are alone."

"Yes," said Bibbs, "but if he comes — the owner — and takes it from us?"

"But he may not come for years," the stranger said; "and let's not borrow trouble."

And so Bibbs made him welcome, and the old men lived together happily, but ever fearful. Day by day they played upon the Strad & when the door bell rang there was a moment's panic in the shop, and men who came were roundly curst by Bibbs, and never came again.

* * * * *

It was morning in the little shop, Bibbs came slowly out of his silent chamber, the Strad under his arm. He laid the violin upon its shelf and lifted the window shades. The sun lit up his pale and haggard face. Suddenly the bell above the door clanged furiously and a man stepped in.

"Hello, Bibbs! Give me the Strad," he said.

"I'm glad you didn't come before," Bibbs answered, keeping back his tears. "He is dead — the man who loved the Strad — you may take it and welcome."

And its owner took it, and as he went away he laft and muttered, saying, "Bibbs is crazy."

— *Irving Bacheller, in The Philistine.*

Trades Union Record.

HERBERT N. CASSON, in reviewing in the *Coming Nation*, the fight of the Socialists for recognition at the American Federation of Labor convention, has this to say of the trade union:

The grand work which trades unionism has done for wage-workers can never be computed.

It has given the workers a sense of solidarity, and manliness, and a desire for justice and equality.

Without all that trades unionism has done in the last twenty-five years, the workers would be a rabble of submissive slaves, resenting nothing and accepting whatever the employers condescended to give.

Trades unionism, with all its short-com-

ings, has done more to elevate the character and strengthen the will of American wage-workers than any other one thing.

Nothing can be more heroic than the motive of a sympathetic strike, where men voluntarily go out on the street to face poverty and starvation, to help other workers whom they do not know, and perhaps have never seen.

Trades unionism has been the greatest check to the lowering of wages. It has reduced the hours of labor. It has secured much legislation favorable to workers. It has caused thousands of workingmen to study industrial conditions. It has taught the money-kings that laborers are not chatels, but men. All this is good, but it is not all. It is not justice. It is not equality. It is not democracy. It is not industrial brotherhood.

Trades unionism fights for the best possible conditions under the competitive system, socialism fights for a new co-operative system.

How They Fixed It.

A QUEER telegraphic correspondence was carried on recently between the capitals of Saxony, Bohemia and Russia. Somebody or other in Dresden had a maiden aunt, who was taken sick and died in a hospital at Prague while on her way to Vienna. The nephew was notified and he telegraphed to the Prague hospital authorities to send the body to Dresden for entombment in the family vault. When the coffin on its arrival was opened it was found to contain not the body of the dead aunt, but that of a uniformed and bedizened Russian general. Immediately the nephew wired to Prague:

"No dead aunt, but Russian general. Where dead aunt?"

From Prague came the reply:

"If dead aunt not arrived, then Petersburg."

The next telegram went to the railway station at St. Petersburg and read:

"What do with dead Russian general? Where is dead aunt?"

And from St. Petersburg was received the characteristic reply:

"Bury general in all silence. Aunt just buried here with highest military honors."

Trying a Dead Man.

IN ENGLAND, as surely as the "crown-er's quest" follows on the heels of mysterious death, so follows the board of trade inquiry on any great disaster at sea. It is prosaically named perhaps, but no trial for murder is half so enthralling as this investigation; when a dead man is on trial for the slaughter of hundreds — when the captain of the ship, though lying fathoms deep, with the weeds of the ocean tangled in his hair, is yet arraigned before a living judge for what he has done.

We are supposing that the disaster to be inquired into is the loss of a great liner, with hundreds of lives — one of those huge floating castles to whose protection men and women trust themselves as fearlessly as to that of their own rooftrees, has been flying Englandward with its load of human lives, when came a shifting fog, a crash and a cry in the night and disaster.

There is about this trial nothing of the impressiveness of an inquiry at the criminal courts. There are no aldermen in scarlet and fur, no sheriffs in ruffles and sword. The judge, in robes and wig, is replaced by three quiet men in frock coats. They are the president and the two naval assessors —

both captains of the royal navy. The president is generally Mr. Marsham, the magistrate at Westminster — a tall and dignified figure, with the whitest hair and the deepest bass voice in the world. It is he who conducts the investigation, questioning the witnesses and generally directing, while the



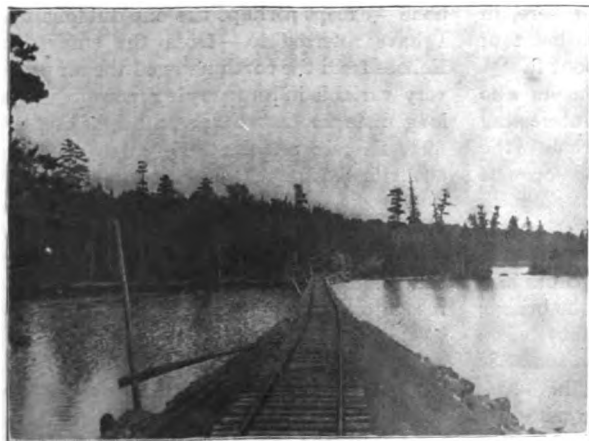
VICTORIA LAKE. Courtesy—C. A. RY.

naval assessors sit with arms folded on their desks, and jerk in a question here and there on some specially knotty point.

The bench sits aloft, below in the well are the counsel, sans wig or gown, the solicitors and various persons interested. There is the manager of the great line, anxious and preoccupied in manner, tugging at his mustache, and ready to go into the box and swear to the trust and confidence reposed by his people in the dead captain.

Nay, perhaps even the white head of the chairman himself, baronet and M. P., may be seen on the crowded benches. It is perhaps the first disaster the line has sustained, and he thinks with bitterness of the eclipse of the arrogant boast that his line has "never lost a passenger's life." Truly, the ironic gods have made the braggart's reward pressed down and running over!

There are many bronzed and ruddy faces of seafaring men to be seen — many heartrending, quiet groups of people in deep mourn-



CACHE LAKE. Courtesy—C. A. RY.

ing, the relatives of passengers. In a pen by themselves are the impassive reporters. Messenger boys of the various journals and news agencies form a whispering group on the steps of the press box, and every now and then a great bundle of manuscript will be handed over the partition and seized by its proper Mercury, who straightway disappears for a space. Perhaps, if the disaster has occurred off a foreign shore, you may see one or two dark faced men in resplendent uniforms, coast officials courteously lent by the foreign government to give evidence.

The first day of inquiry is generally given over to maps and charts. Huge and rustling sheets are opened in the witness box, handed up to the bench and pored over by counsel. It is dreadfully dry and technical and gives the reporters little to do. The counsel will still be talking, but nobody marks them. There is a big cohort of counsel—counsel representing the board of trade, counsel representing the line, counsel representing the surviving officers, counsel representing the relatives of the dead.

Interest revives somewhat the second day—the dead captain's character is being proved. The officials of the line say all they can. Burly, husky and ruddier than the cherry, into the box steps the skipper of a small tramp steamship that sighted the big liner just before the disaster. The saloon windows were lighted up, and he heard music, he says. The surviving officers go into the box, and are closely questioned. Interest now is at its height, for here are the men who grappled with death on that reeling deck in the lonely ocean, and here, in this crowded, tiny court, in the heart of London, are come to tell us all about it.

Then comes one of the passengers who survived, and he is the most interesting of all. He brings the scene before us—the gayety of the saloon, where just before the captain has been toasted and thanked for his skill and care, the sudden alarm, the rush and confusion, the frantic terror of some, the cool courage of others. He paints also the pale and steadfast captain on the bridge, with his folded arms, going down to death.

And so from day to day drags on the slow inquiry till we come to the finding. The counsel have said their say, the assessors have retired, and now Mr. Marsham reads in his deep bass the judgment of the court. It

is a long judgment, and touches on many points, and among them the "negligence of Captain Mainstay, the Master."

Negligence! And so Mr. Marsham gets into his brougham and is driven home to dinner, while afar the deep-sea fishes dart in and out of the bare ribs of Captain Mainstay.—*London Mail.*

In Midair at Night.

A CORRESPONDENT formed one of Mr. Spencer's party in a balloon ascent at night from the Crystal palace. His experiences are interesting. "At 1,000 feet high," he writes, "we were over some suburban railway station, and the sight of a train rushing along a curved cutting was one not to be forgotten. It was like a comet with a fiery gold head and a silver tail. The moonlight on the trail of smoke made it look like the rapids of a river in moonlight, a rushing mass of silver water. The engine was a glow of fiery red. You saw no train. At 9:53 the smell of gas told us we were rising, and we commenced the work of testing echoes. I may here remark that there are two grave objections to balloon traveling—the one is that you cannot smoke and the other that you perpetually smell gas.

"In testing acoustically, I am afraid we did not succeed in gaining any air echo, though one at 1,000 feet—we went up in all to nearly 3,000 feet—was suspected. Echoes distinct we had in plenty, but they undoubtedly came from the balloon above us, and none except perhaps the one dubious one I have referred to from the empyrean. Echoes from the earth showed the air to be very variable in its carrying power. For a long distance, traveling at a height of 1,000 feet, the air remained singularly opaque acoustically, and not a trace of echoes could be caught, but later, at 2,400 feet, they became and remained very loud. Again, twenty-five minutes later and 300 feet lower, they had become distinctly feeble. The resonator, which Mr. Bacon, a member of the party, constantly used, showed the same striking acoustic variation.

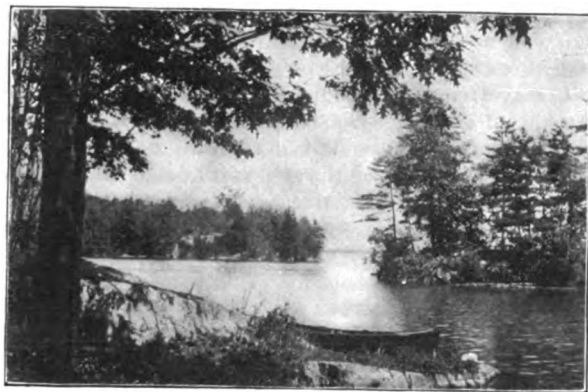
"Mr. Bacon had with him an exquisitely sensitive air thermometer, which showed remarkably the variations in temperature during the steady ascent of the balloon.

The temperature rose rapidly up to about 500 feet, at which elevation we encountered a colder stratum. Soaring through this, we rose another 100 feet, again into warmer air; then through a second and a third shallow cold stratum, but at 1,000 feet we had entered an equable region, for an ascent of 1,600 feet or 1,700 feet higher gave us no practical change in the conditions, and, as acoustic experiments were to be a principal part of the night's work, we kept below an altitude of 3,000 feet. At the higher altitudes there was no water vapor noticeable in the spectrum.

"The brilliancy of the moon was very markedly increased as we flew higher, and lunar details easily seen with field-glasses from earth became difficult to gaze at.

"Seen through good glasses indeed the moon was simply dazzlingly and tryingly brilliant. As I bent to the Davy lamp we carried to read the aneroid to Mr. Bacon — Mr. Spencer could read it by the moonlight — it recorded 1,800 feet, and a clock below could be heard distinctly striking ten. At 2,000 feet it was marvelous to note the clean cut shadow of the balloon which the moon gave. As we threw out sand its shadow could be seen dropping from the balloon, first in a broad stream, then as it disintegrated and the particles separated widening

into a nebulous shade to disappear altogether as it dropped earthward. I never before knew what moonlight could be. Every roadway, hedge and rivulet stood out as clear as if we were looking down on a large scale map.



RIDEAU LAKES, NEAR OTTAWA. Courtesy—C. A. RY.

I have already alluded to the acoustic experiments that were made, and these proved amusing as well as instructive. At 1,200 feet we were getting splendid ground echoes from both voice and trumpet, and at this height, passing over one village, we created quite an excitement. Our hail of 'What is the name of this place?' was heard and answered, but we could not catch the name, except that it ended in 'row' or 'road.' Not at every village did we get word from the human denizens, but we never failed to rouse the dogs. If a 'hello' didn't do it,

the trumpet never failed. At 2,400 feet so clear was the night that you could see the post cards we threw out flutter down, down, almost to the ground. At that height also the ground echoes came up quite clear, if somewhat faint, and dogs barking might almost have been in one's next door neighbor's garden.

"One superb effect was that of the moon's rays on any large collection of glass houses — we passed over several nursery gardens. Over a spread of these the sight was magnificent, though the



PERLEY ROCK, ROCK LAKE. Courtesy—C. A. RY.

effect was but momentary and had to be caught at the proper angle, but for the moment it turned the whole into a lake of molten silver. It was eerie to look down and see the trail rope stretching 350 feet down into space, but it was a grand way of realizing the idea of speed. If you sat in the bottom of the car, you felt absolutely as if you were motionless, though we were really traveling at the rate of some twenty or twenty-five miles an hour. Looking over the edge of the car down on the trail rope you could easily note how fast the rate of speed was, for, watching the end, as it hung in a plumb line from the car, you could mark how swiftly a huge wood or field was left behind. The only sensation in the slightest degree unpleasant felt at the highest altitude we reached was a slight singing in the ears. The party alighted at Aylesford without mishap."—*London Chronicle*.

Stealing a Line.

WITH copper at fifteen and one-half cents a pound, and the price gradually climbing, it is getting dangerous to leave heavy wires composed of this material exposed to the gaze of people who have not heard about the prosperity that has, like the cat, come back. The *Chicago Tribune* of January 20th, contains the following item from Omaha:

"This morning when the Western Union operators cut in their crack through circuit from Omaha to Minneapolis and the British Northwest, the instruments failed to work.

"This was the source of much surprise, as the weather conditions were first-class. Then, too, the line had been strung but a week ago with the heaviest copper wire known. Every combination known to the operator's art failed to bring a response from the circuit. Finally, by the use of other circuits, it was discovered that a break existed somewhere between Omaha and Blair, Neb., forty miles distant.

"A line gang started out early this morning. Scarcely had the suburbs been reached when a novel discovery was made. No wire was to be found on the poles along which the copper was strung at such great expense but a week ago.

"The poles were there and the glass insulators, and in some places a few shining threads of copper indicated where the wire

had been forty feet in the air, but the wire was gone.

"The gang kept on up the line for several miles before the end of the wire was found. The whole line for this distance had been removed as cleanly as if veteran linemen had done the work.

"Now the Western Union has agents running around town examining junk piles for several hundred pounds of copper wire.

"The supposition is that the thieves went to work early and continued throughout the night to steal the copper for its bulk market value. The thieves probably made \$100 by the night's work. During that time they must have climbed many telegraph poles and taken as many chances of dropping to the earth below and being killed, but apparently the theft was committed without an accident."

Seeing the Point.

THE following story is told of a Philadelphia millionaire who died some years ago. A young man came to him one day and asked pecuniary aid to start him in business.

"Do you drink?" asked the millionaire.

"Once in a while."

"Stop it! Stop it for a year, and then come and see me." The young man broke off the habit at once, and at the end of the year came to see the millionaire again.

"Do you smoke?" asked the successful man.

"Now and then."

"Stop it! Stop it for a year, then come and see me again."

The young man went home and broke away from this habit. It took him some time, but finally he worried through the year, and presented himself again.

"Do you chew?" asked the philanthropist.

"Yes, I do," was the desperate reply.

"Stop it! Stop it for a year; then come and see me again." The young man stopped chewing, but he never went back again. When asked by his anxious friends why he never called on the millionaire again he replied that he knew exactly what the man was driving at. "He'd have told me that now that I have stopped drinking and smoking and chewing that I must have saved enough to start myself in business. And I have."

Woman's World

"Just Home Folks."

I HAVE noticed so many times the lack of courtesy to the "home folks," as so many persons term their near relations, that I have with difficulty refrained from uttering the strongest reproaches I knew how to utter. To me, and I know to many others, there is nothing more sad than to learn of one whom you thought to be a true lady or gentleman that they possessed only "company manners" or the art of being courteous to people outside of the home. Of all deceptions I think this among the worst. Many times when there was some small courtesy due one member of a family by another I have heard this, or something very like it: "Oh! there is no use in being so polite to the home folks."

To my way of thinking there is no other place where true, heartfelt courtesy is so much needed as it is in the home. How many dear ones die and hear no word of thanks for perhaps years of patient toiling for their loved ones. Our home folks are dear to us and you all know it, and we all appreciate any kindness however small, that they bestow; but how surprised some home-folks would be to hear a gentle, heartfelt "Thank you." The two words that respond so quickly to any trifling kindness a stranger may show. So many unuttered thanks to think over after it is too late to utter them.

Don't. Don't let it be said of you, my brothers and sisters: "Ah, it is too late to talk of that now; if they had only said half of the loving words of praise, while their loved one was living, their hearts would not need to be so sad, and the heart of the loved would have been happy, and possibly their life prolonged." Is it not a fact that the grief of many persons is more on account of not having been more kind and thoughtful to their friend, than it is for the death of that friend? I can give one instance which happened within reach of my own observa-

tion. In this case the principal persons were mother and son. The boy, almost grown, wished to go some place for amusement, on the Sabbath. The mother objected, but the son, disregarding his mother's wish, went to that place of amusement, only to get word in the evening that his mother was very ill. On going home he found his mother unable to speak to him, unable to answer his repeated plea, "Forgive me, mother, forgive me!" How great was that boy's grief when a few hours later, the mother died. In a certain sense that was a lack of courtesy to the home folks.

I beg of you, one and all, for the sake of your loved ones and for your own sake, do not neglect the many little courtesies due to any member of the family from the father and mother on down to the very lowest of the servants. In the home, where you are together much of the time, there is where you need to use your pretty, loving ways, not just when visitors come for a short while. If you have no other manners excepting "company manners," for your soul's sake, you had better lose all you have of that kind and begin as a babe to learn the manners or ways that true courtesy imparts, and the kind that is not to be learned from any book on social etiquette so long as the heart is not filled with the pure, sincere affection from which true courtesy springs of itself, and the possessor of such affection need not search in some book as to how and when they should say, "I beg your pardon" or "I thank you," which are only two of many little courtesies we have so much need of in our home-life. It is a fact, too, well worth thinking of and trying to use, that persons who have cultivated courtesy for the "home folks" have no need to feel embarrassed among truly refined and well educated people even though their education is limited. Let me urge my brothers and sisters, to improve each moment, as they come and go so quickly. It is sad to think how

many golden moments are wasted each day when they might have been filled with loving, earnest labor. This is good to think of, *i. e.*:

"Kind words can never die; to souls sweet peace impart;

Heaven's gates will surely open wide, to him who cheers a heart."

Wishing the O. R. T. another successful year, and best wishes to all, especially to members of Division 162,

I remain,

SISTER BERTHA.

"Where Rolls the Oregon."

SINCE the "Woman's World" has been started, it seems that the sisters in Oregon have been quite reluctant about rushing into print.

Come, sisters; don't let the boys get ahead of us. We can do just as well as they, if we only try. Let us endeavor to make this the most interesting part of THE TELEGRAPHER. Let us show our brothers that we take an interest in the Organization and are willing to do all in our power to aid them in their struggle for justice and protection.

Without union we would all be like a "hen-pecked" husband, but with it we can claim our rights, and have them. The firm foundation of the O. R. T. is daily increasing, and we hope to soon see the few, who are yet unconscious of the good of this Order, step from the dark and stand on the union plank with the majority. If any of us know a brother, or, rather, a friend, who has not yet come into the Order, let us send him a copy of THE TELEGRAPHER. It would do him a great deal of good, perhaps more than we could do by talking to him, for he would not listen to all we said; but let him read our pages and it will not take him long to see that he is one among many who should come into the fold. He would at once answer to "Sharky's" little stanza, and have his name

on the long list, even if it was the last.

Some time ago an article appeared in the "Woman's World," from one of our dear sisters, in which she gave the boys quite a "jacking up" for not using more courtesy on the wire.

I'm sorry to say that I can't agree with her (all sisters should agree, you "13"), on the "courtesy question." I think the brothers use as much, or even more courtesy, than could hardly be expected of them. I am sure the boys of the S. P. do. Perhaps this dear sister was never called up at four o'clock in the morning by the merciless screech of a call-bell and told to "please" stay there.

The call-bell is the greatest nuisance the operator has to put up with. It is the first thing he hears in the morning, and, in all probability, the last thing he hears about on retiring. No one could be very pleasant, in the morning at least, if he has one of these little pests to deal with, and should it fail to work, you will receive a message to "send to headquarters at once," where an inquest will be held to try and ascertain what it died with, or if there are finger prints on its throat.

Of course you will receive another bell in return for the deceased which has a stronger voice, and rings two minutes ahead of time; but this is only the commencement of his trials for the day. Think of the many he has. Then should we expect him to get up from his chair and make a bow every time he is called? No; I say not. We should be pleased with a pleasant "ge" once in a while, and not expect too much of the boys.

My letter is growing too long, so I will step back and give someone else a chance. Come, Oregon brothers and sisters, show us in the next number of THE TELEGRAPHER that you take an interest in these pages.

With very best wishes for the Order and "73" to all, I will close my key.

"ERMYNTRUDE."



Poetical

THE LAW.

We build our future thought by thought,
Or good or ill, and know it not;
Yet so the Universe is wrought.

Thought is another name for fate;
Choose then thy destiny and wait;
For love brings love, and hate brings hate.

Mind is the master of its sphere;
Be calm, be steadfast and sincere,
Fear is the only thing to fear.

Thought — like an arrow — flies where sent;
Aim well, be sure of thy intent;
And make thine own environment.

Nothing can bid thy purpose pause;
Mind is the great primeval cause;
The Lord God *thought* — and lo! He was!

Let the God in thee rise and say
To adverse circumstance — "Obey!"
And thy dear wish shall have its way.

Ella Wheeler Wilcox in Suggester and Thinker.

A BUILDER'S LESSON.

"How shall I a habit break?"
As you did that habit make.
As you gathered, you must lose;
As you yielded, now refuse.
Thread by thread the strands we twist,
Till they bind us neck and wrist;
Thread by thread the patient hand
Must untwine ere free we stand.
As we builded, stone by stone,
We must toil unhelped, alone,
Till the wall is overthrown.

But remember, as we try,
Lighter every test goes by;
Wading in, the stream grows deep
Toward the center's downward sweep;
Backward turn, each step ashore,
Shallower is, than that before.
Ah, the precious years we waste
Leveling what we raised in haste;
Doing what must be undone
Ere content or love be won!
First across the gulf we cast
Kite-borne threads, 'till lines are passed,
And habit builds the bridge at last!

— John Boyle O'Reilly.

PAGANINI.

He shambled awkward on the stage, the while
Across the waiting audience swept a smile.

With clumsy touch, when first he drew the bow,
He snapped a string. The audience tittered low.

Another stroke! Off flies another string!
With laughter now the circling galleries ring.

Once more! The third string breaks its quivering
strands,
And hisses greet the player as he stands.

He stands — the while his genius unbereft
Is calm — one string and Paganini left.

He plays. The one string's daring notes uprise
Against that storm as if they sought the skies.

A silence falls; then awe; the people bow.
And they who erst had hissed are weeping now.

And when the last note, trembling, died away,
Some shouted "Bravo!" Some had learned to pray.
— *Selected.*

DRIFTING.

His form was bowed and his eyes were dim;
The beauties of Nature were naught to him;
His face was furrowed by strife and tears,
And bore the sad impress of wasted years;
While the storm-wrecked bark he sought to guide
Was drifting, rudderless, with the tide;
Drifting, drifting far out from the shore;
Wave-washed and rudderless evermore.

Years in the past, when his life was new,
When ocean was calm and the skies were blue,
And music re-echoed its softest strain
In the dreamy murmurs of Love's refrain;
He launched his boat, and blithesome and young,
The peans of hope were the songs he sung,
As drifting, drifting beyond the bar,
He mounted the waves for an isle afar.

He freighted his bark for the Isle of Souls,
Unmindful of shallows, rocks and shoals;
Forgetful that tempests arise and sweep
The slumbering surges from caverns deep;
Till broken, rudderless, rudely tossed.
By wild waves shattered, the anchor lost,
He is now drifting beyond the bay,
To the fateful shadows not far away.

— U. D. Thomas, M. D.

STICK TO YOUR UNION.

(This song was composed by Thos. H. West and was sung by him at the A. F. of L. banquet recently, where it made an immense hit.)

I'll now relate a story,
It happened years ago,
And the words a noble father said,
Which all of you should know.
His son had quit the workshop,
With others of his trade,
They struck against injustice,
A cut the firm had made.
His father, old and feeble,
Came to meet him at the door,
And listened to the story
That his son related o'er,
About his shopmates' action
And what the firm had done,
The old man listened to it all
And thus spoke to his son :

—CHORUS—

Stick to your Union, lad, don't be a knave,
Show every tyrant that you won't be a slave.
Obey your aged father, God bless you now, my son,
Stick to you Union, 'till the strike is won.

The son was much affected,
He grasped his father's hand,
Said he, " We are united,
And justice we demand.
Don't be alarmed about us,
We never shall return
Until the firm restores to us
The sum we justly earn."
The Union held a meeting
That evening in their hall,
Each member was determined
The Union should not fall.
The old man to the platform
By his son was gently led.
Who 'mid great applause repeated,
The words his father said.

—CHO.—

The strike was long and bitter,
The men refused to yield.
No traitors were among them,
As time at length revealed,
At last the firm relented,
And sent for them one day
And told them they'd decided
To restore their former pay.
Of course there was rejoicing.
But that night the old man died;
Their joy then turned to sorrow,
For he was the Union's pride.
They marched to do him honor,
In silence to the grave;
Now inscribed upon his monument,
Is this advice he gave.

—CHO.—

THE SEARCH.

Lonely, he wandered all the wide world over,—
Seeking he knew not what, yet still must find:
" Give me," he cried, " but that I may discover
Truth tho' it slay me, light tho' it may blind!"

Into the great world's church he wandered lonely,
But the creeds were husks, with all the kernel
gone.

To lean on priestly arms were timorous only —
Each one must live his strenuous life alone.

He sought for fame, but soon its laurel faded.
He found wealth's burden heavy through the
years —

Pleasure's bright bubble ever him evaded;
And power was pain — and love was only tears.

At last he came unto a quiet portal,
And strayed within — the door was open wide,
And gathered there upon the breast of Silence
His heart's desire was ever satisfied.

— A. L. Sykes.

MY PROPERTY.

I own no park, I keep no horse,
I can't afford a stable,
I have no cellar stored with wine,
I set a frugal table;
But still some property is mine,
Enough to suit my notion.
I own a mountain toward the west,
And toward the east an ocean.
Just this one mountain and one sea
Are property enough for me.

A man of moderate circumstance,
A frugal man like me,
With one good mountain has enough,
Enough with one good sea.
My mountain stretches high enough,
Up where the clouds are curled;
My ocean puts its arm around
The bottom of the world.
I do not fear my sea will dry;
My hill will last as long as I.

I cannot glibly talk with men,
No gift of tongue have I;
My sea and mountain talk to me,
Expecting no reply.
They tell me tales I may not tell,
But tales of cosmic worth,
Of conclaves of the early gods
Who ruled the infant earth;
Tales of an unremembered prime
Told by Eternity to Time.

And so I'm glad the mountain's mine,
I'm glad I own the sea,
That they have special privacies
Which they impart to me.
It took Eternity to learn
The tales they knew so well,
And I am glad these tales will take
Eternity to tell.
I no not fear my sea will dry;
My hill will last as long as I.

—Sam Walter Foss.

FACETIOUS

Truthful James.

Mrs. Smith — "Are you sorry you ever learned to play poker?"

Mr. Smith (who has just lost fifty) — "I never learned."

A Sure Cure.

"I've cured my husband's insomnia,"

"How did you do it?"

"Pretended I was ill, and the doctor left medicine which Henry was to give me every half hour all night long."— *Vanity Fair*.

Had Other Chances.

"I wouldn't have refused that young man if I'd been you," said a maiden aunt to her young and frisky niece.

"I don't think I would either if I'd been you," retorted the saucy maiden. — *Harpers Bazar*.

A Deduction.

Browne — Smith's wife is an awful virago. Why doesn't she keep her tongue between her teeth occasionally?

Towne — I suppose she's afraid of being arrested for carrying concealed weapons. — *N. Y. Journal*.

Rough on the Solons.

It was in Maine that an outspoken parson of the old school prayed: "O Lord, have compassion on our bewildered representatives and senators. They have been sitting and sitting and have hatched nothing. O Lord, let them arise from their nests and go home, and all the praise shall be thine."

A Friendly Encounter.

"Bad cess ter yez!" cried Hogan to the stranger who had pulled his opponent off of him, "phwat d'yer mane be interfarin'?"

"Why, my man," protested the stranger, "he is too big for you. You are sure to be whipped."

"In a foight betune friends," retorted Hogan, scornfully, "phwat matters it who's whipped? Coom at me wanst more, Moike!" — *Town Topics*.

A Better Price.

A clergyman was very much vexed by one of his congregation. An old man used to go to sleep during the sermon. The clergyman offered the old man's grandson a penny if he would keep his grandfather awake. This went on all right for a month.

One Sunday the old man went to sleep as usual. The clergyman asked the boy why he did not keep his grandfather awake. The boy answered:

"You offered me a penny to keep him awake, but grandfather gives me twopence not to disturb him." — *Spare Moments*.

Columbus' Diplomacy.

That Columbus was diplomatic was shown by his first interview with the native chief on the day after he took possession of the western hemisphere in the name of Ferdinand and Isabella.

"So all this land of ours belongs to your king and queen, eh?" demanded the chief, with a sullen look in his eye.

"Yes, my dear fellow," said Columbus, whacking him on the back genially, "but they will make easy landlords. We won't charge you any rent up to this time, and, in fact, if you'll be sensible about it we'll let you stay until the first of next May at a purely nominal figure." — *Harper's Bazar*.

Wasted Solicitude.

As a kind-hearted woman passed along Dearborn street, in Chicago, the other day, she noticed a newsboy huddled up in a heap at the mouth of an alley, crying as though his heart would break.

"Ah, here indeed is a chance to help one of God's unfortunate ones," thought the good woman.

She stepped up to him and inquired, with tender sympathy:

"What's the matter, little boy?"

"None of your --- business!" came the reply from the bundle of rags.

The woman gathered her skirts about her with an indignant swish and hastened along the street.

Needed It in His Business.

Mrs. Timpkins was taking her son to school for the first time, and, after impressing the schoolmaster with the necessity of having a thoroughly good education, finished up by saying: "And be sure he learns Latin."

"But, my dear madam," said the schoolmaster, "Latin is a dead language."

"All right," said Mrs. Timpkins, "he'll want it. He's going to be an undertaker."

Tragic.

Scene — An English railway carriage.

First Artist — Children don't seem to me to sell now as they used.

Second Artist (in a hoarse whisper) — Well, I was at Stodge's yesterday. He had just knocked off three little girls' heads, horrid raw things, when a dealer came in, sir, bought 'em directly, took 'em away wet as they were on the stretcher, and wanted Stodge to let him have some more next week.

Old Lady (putting her head out of the window and shrieking) — Guard, stop the train and let me out, or I'll be murdered! — *—London Tit-Bits.*

He Sat Down.

A professor of natural science was discussing in a recent lesson the process of fertilizing plants by means of insects carrying the pollen from one plant to another. In order to amuse the class, he extended Darwin's illustration used in the Origin of Species, about cats and clover, and said that old maids were really the cause of it all.

"The bumblebees carry the pollen," he declared; "the field mice destroy the nests of the bumblebees, therefore it is quite evident that the more field mice there are in any neighborhood, the fewer the bumblebees and the less pollen variety of plants. But cats devour field mice, and old maids protect cats. Therefore, the more old maids, the more cats; the fewer field mice, the more bumblebees. Hence," was the professor's triumphant conclusion, "old maids are the cause of the variety of plants." At this point a fashionable young freshman, with a single eye-glass and general appearance indicating that he was got up regard-

less of expense, arose and asked, "I sa-a-y, professah, what is the cause.—ah—of old maids—don't you know?"

"Perhaps Miss Brown" (a quick-witted member of the class) "can tell you," suggested the professor.

"Dudes!" said Miss Brown, sharply, and without a moment's hesitation.—*Wave.*

Might Have Found it Sooner.

One of the trials of life in a bank is the remaining after business hours to settle accounts, especially when some error, more or less serious, has been made during the day and must be discovered before the books will balance. "Generally," says *Harper's Round Table*, "a quarter of an hour will bring the mistake to light, but sometimes the hunt is kept up till late into the night." Of one such prolonged search the *Round Table* tells an amusing story.

Forty-five cents were missing. At six o'clock not a trace of the errant sum had been discovered. Dinner was sent in for the whole force from an adjoining restaurant and after half an hour's rest the search was again taken up. Midnight came, but still no clue, so sandwiches and coffee were served.

"Hello!" said the clerk. "The Blank National people are working tonight, too. Guess they'er in the same box."

Sure enough, the windows of the bank across the street were brilliantly lighted. The incident was soon forgotten when the wearying hunt after that elusive forty-five cents was resumed. Shortly after one o'clock in the morning, as they were about to give up for the night, a loud rapping was heard at the front door of the bank.

"Hello! Hello! What's the matter?" asked the cashier through the keyhole.

"Matter, you chumps? Why, we've got your blamed old forty-five cents! Come along home to bed."

Outside stood the crowd of clerks from the neighboring bank. It appeared that, in making a cash transaction, one of the banks had paid the other forty-five cents too much. As a result half a hundred men had worked for nine hours, and the search was only ended then because a bright clerk, noticing the light in the bank opposite, hunted up the cash slip, and discovered the error.

Our Correspondents

Exclusivism.

JOSE GROS

AMONG the countless associations with which we are blessed, for improving ourselves or somebody else, we have one composed of ladies and gentlemen who claim to come direct from the men who first landed in Massachusetts. They pretend that the same holy or spotless kind of blood runs through their veins as that of their supposed predecessors about three centuries ago.

No chemical changes have taken place, although nearly nine generations have passed away, during which many racial changes and modifications of types and tendencies, of habits and aspirations, of needs and ideals, have come and gone all along. God alone remains always and forever the same. All else is subject to constant variations, except, perhaps, our self-conceit.

The association of our said friends had its annual dinner not long ago. How do you suppose that they could prove, satisfactorily to themselves, that their blood was as pristine in its purity as that of their supposed ancestors as far back as nearly three centuries? They did that in a very queer way. The principal orators of the occasion were a minister and one of our best known professors in one of our most celebrated universities in the nation.

The minister suggested that we would be greatly improved if we could send to the Philippines, our new real estate in Asiatic waters from which we are going to derive piles of glory, the silverites and the single taxers.

That would mean the exportation of 30,000,000 silverites, men, women and children, and, possibly, 200,000 single taxers, including their families.

The professor was not going to be outshined by the minister, so he thought that the exportation crowd could be reinforced by the prohibitionists and Tammany people.

That would add not less than 10,000,000 population. We have a Tammany set in every city, town and village over the nation. The writer has found in his travels through the union that Tammany means but one of the bad tendencies of our rotten political system.

You may now tell me that what those two eminent men said was a joke. Very likely it was, but even with our jokes we do prove what is going on in our minds. When we love men we don't even dream of getting rid of them; if good, because of their goodness; if bad, because that gives us the best job in life, that of converting men for the triumph of all truth.

Our professor and minister could not rise to that high ideal. When we are in love with God's truth, we revel in the midst of people who are yet in darkness, and thus give us a chance to carry them into light; some of them, if not all. It is only when we are afraid of truth that we desire to get rid of those who happen to disagree with us.

In a certain respect, the two men we have mentioned, and the association of ladies and gentlemen who had nothing to say against the narrowness and poor taste of their jokes, did represent, anyhow, the exclusivism of the people they pretended to represent, because, while those people had their good points — even the most degraded set of savages have that — they also possessed qualities that God never meant we should have, because antagonistic to all fundamental brotherhood, without which we remain sunk into low mental conditions.

In justice to the association we have been overhauling, we must say that the spirit of exclusivism is still rife among most men of all classes and conditions.

Only a few days ago the anthropological section of the American Association of Science met in New York City. One of the addresses was on the race problem in the South. The orator could not see how,

through education alone, we would be able to raise the physical and moral standard of the colored people. He, therefore, suggested that we should scatter them through the whole nation and our new real estate in the Atlantic and Pacific oceans. His inward idea was, very likely, that most of our 12,000,000 colored population should be quietly shoved off out of our natural conterminal frontiers. He did not dare to say that, as a matter of course.

There you have even scientists possessed with as mean racial class distinctions as the association which pretends to keep to itself the best blood in the nation. By what chemical process can that be done? Science has never explained that yet, and common sense, which is often better than science, knows the utter impossibility of any purity in blood but that which we all can acquire or preserve by obedience to sanitary laws, and absence of exclusivism, because in love with all men, all classes, all nations and races.

And here comes the question of sanitary laws as one of the elements necessary for us to have good blood, a question from which springs up another such as that of: "Who can obey those laws under the conditions that our modern status now forces upon all men, with rare exceptions?" That question is not easily disposed of. It is fatal, that question. It affects the poor as well as the rich, the tramp as well as the big salaried minister, professor, business man or politician. It affects everyone of us. It is transcendent, essential to all. It involves a problem which not to solve means destruction to all, destruction of all peace and all joy. It does not affect everyone of us in the same way, but it is vital to all.

Let us remember that a peaceful life is one of the indispensable corollaries of sanitary existence. You may have plenty of healthy food, something which not over seven or eight per cent. of the race have today, and, perhaps, not even five per cent., because so much has to go for show and fashion and nonsense; and, if your mind is not in a peaceful condition, your abundance of healthy food will not foot the bill that sanitary law requires us to pay.

The same applies to all the other plain needs. You may have plenty of fine pictures and books in the house. But what if the former diverts your soul from contemplating

the pictures of God's universe, and the latter prevents you from reading the grand volume of God's eternal laws in relation to our duties towards all men?

And here comes the problem of exclusivism so prominent among the so-called best elements of the social organization, as we have tried to prove in the first paragraphs of our article. There is no doubt that it permeates all the classes below, and that it only diminishes as we reach the labor organizations, but that is not enough.

While the powerful on earth can afford to be exclusive, narrow, selfish, bigoted, in the realm of the material, the working masses can only be saved from their past and present forms of slavery by the antagonistic force of exclusivism, by the spirit of brotherhood carried out to its ultimate finality, viz.: *A healthy social organization*; healthy because resting on laws of equal rights, and so on the suppression of all monopolies, political and industrial. The two help each other, and the two must go down together, if we want to have any real peace on earth.

Membership.

In all organizations there is some form or way of admitting individuals to membership, whether it be simple or elaborate. Whichever way it is, technically, a person is not a member of the organization unless they have gone through the prescribed course. It may be that the organization has a form, but not definite and specifically enforced either by law or by precept, and the matter is left to the discretion of the parties doing the work. But in all societies from the church down, forms and ceremonies are prescribed for admission or initiation, and usually such proceedings are strictly enforced. Sentiment urges that these proceedings be gone through with even if the law does not absolutely require it, for they contain, or should contain, the ground work and principles of the organization. Therefore, it is the more requisite that there be no laxity in this respect, for every one entering the organization should be started right by thorough instruction, if not for their personal benefit, for the benefit of the organization. When a person is brought into an organization in a thorough manner it makes them a thorough member,

for they imbibe the idea that the organization is a thorough going one; and first impressions always create opinions, perhaps that never change. What then is the effect when a person is slovenly initiated into an organization? The impression must be one derogatory. The initiate and the organization is demoralized. A thorough-going, up-to-date organization is certainly an admirable piece of machinery, and of inestimable benefit to its members. Compare the Government of the United States today with the Government and organization of the Confederate States of 1777-87. Or that of England today with the Government of King John in 1215 when his nobles demanded of him the granting of magna charta. It is not the iron bands, the whips and the spurs of law and procedure which we must sit down upon and grow morose over like the pessimistic anarchist, but we must recount the benefit to be derived from due observance.

In the O. R. T. we have law, ceremony, and procedure to observe in order to establish a harmonious and orderly organization. In admitting persons to membership in the Order, Section 15, Statutes, tells us that "Any white person (male or female, Section 56) of good moral character who is eighteen years or over," with certain qualifications, may be proposed (Section 16) by written petition signed by "three members of the Order." This petition may be presented at a regular meeting of a Division. Should there be no motion to "refuse to consider" (Section 18), "all petitions for membership shall be referred to a committee of three," who shall investigate the character of the petitioner, and shall "report at the first regular meeting subsequent to their appointment." The procedure is here laid down; no motion is necessary to do anything with the petition when it is read. The last words of this section are derogatory and deserve to be stricken out, for the case it is intended to cover is provided for as I shall show.

A petition cannot be presented to a Division, acted upon, and the person initiated at the same meeting. There is nothing to prevent its being acted upon and the person initiated at the same meeting. But this mode of procedure is bad practice, for if the person is rejected, then they, perhaps wait-

ing in the ante-room, and the person delegated to convey the news, are humiliated. Haste to initiate or to be initiated should not possess either side. The appointment of a committee to report at a subsequent meeting is eminently proper and should be strictly enforced in all cases. The theory is as stated, to give a committee an opportunity to make inquiry; and moreover, to give anyone a chance to file a demurrer, whether with the committee or by presenting themselves at the meeting of the Division and casting their unfavorable ballot.

Section 19 recapitulates the law and procedure, and does not permit a person to be admitted into the Order without first being balloted for. We are all acquainted with the ballot box. Our law implies that in this instance there shall be white and black balls. Section 32 states the case to be so. The ballot box contains two departments. The Marshal being the messenger of the Chief Telegrapher fixes all the balls in one side, leaving the other department empty and closing it with the cover. The officer preparing the ballot is not presumed to be free from error, and this is provided for by submitting the box to the Vice for inspection. This officer has no business to do more than to open the empty compartment, peer in to see that it is free from balls, and replace the cover. If he finds the box all right it is not necessary for him to speak. The Marshal then passes straight up the room to the Chair, who proceeds to make an inspection in the same manner as the Vice. The Marshal then places the box on the pedestal in the center of the room where all can observe it, and the Chair announces: The ballot box is now on the pedestal for the election or rejection of Mr. Blank, white balls elect, black balls reject; brothers will proceed to vote accordingly.

The ballot to this point has been amply prepared and there are no grounds for appeal. But, we say, the law does not provide for this procedure! No. The statute law does not. It is not necessary. It is a provision of the common law—custom, good judgement; and so the same continues to follow. The Chair is supreme and commands the respect and courtesy due a king. When the members approach the ballot box they should form in line, face the Chair, and as each casts his ballot, step aside. When

the Chair sees no more members voting, he asks the question, even if he knows that every man in the room has voted: "Have all members voted who wish to vote," pauses for an answer, and if he hears no protest proceeds, "I declare the ballot closed." The box is then carried to the Vice for inspection, who opens it, peers in, closes it, and announces the ballot "favorable" or "unfavorable" without question or comment. The chair does the same, and in addition declares the candidate elected or rejected, or, according to our laws, another ballot to be taken.

I have said that the last words of Section 18 are derogatory and deserve to be stricken out; and for the same reason I say that Section 19 should not provide for a second ballot. In the first instance every person who presents a petition for membership is entitled to a respectful hearing by a committee appointed for investigation. I am speaking of a petition regularly presented within the jurisdiction of the Division receiving the same. Any objections to the petitioner can easily and properly be presented to the committee, who can either induce the applicant to withdraw or they can present an unfavorable report and he can be balloted against. The ballot should be the only mode of dealing with a petition. It is clean, silent, effective. Allowing the petition to be "considered" in open session opens the doors for general argument of the good and bad qualities of the candidate, often grossly offending those presenting the petition. The ballot is invented to dispense with all this. A second ballot opens the same door and turns the Division chamber into a political convention, with opportunities and an occasion for crimination and recrimination.

As to the functions of traveling organizations mentioned in Section 13, Constitution, the law is silent, and they have no authority to initiate persons into membership.

As to the initiation by mail as per Section 20, Statutes, no provision is made either by law or ritualistic form as to what that initiation consists of or how it is to be accomplished, hence almost any kind of correspondence would be legal as no uniformity is established.

But neither of the processes mentioned above relieves the facts:

Of application with a recommendation of three members.

The appointment of a committee of three of investigation.

The report at a subsequent meeting of the Division.

And the ballot.

The attempt is shown by these crude processes, or rather provisions, to cover gaps and provide for deficiencies. Let us provide for them at the coming convention and get the organization as near perfection, and make it as complete as possible.

S'CAT.

A Chilly Blast From Pike's Peak.

My squib in the October TELEGRAPHER, relative to admitting station agents to this organization, has been productive of much comment, and I am somewhat surprised to see how few really understood the idea I intended to convey. I said in that letter that I should like to see the question thoroughly discussed, but some of the boys branched out and cussed the writer and forgot to discuss the question.

"A Traveler," who hails from Virginia, even went so far as to broadly assert that the writer is a "ham." This may be forgotten, but it never can be forgiven. As his article furnishes the best arguments in favor of my original contention, I will go into the matter a little deeper for his benefit as well as others who may have read both sides.

To allay some of his suspicions that are entirely without foundation in fact, I will say that I learned telegraphy over twenty years ago and have worked, both railroad and commercial, all over the United States, Canada and Mexico, having been somewhat of a traveler myself, although there are many things left yet for me to learn.

He says that we do not need changes and amendments to the constitution, and that the laws ought not to be pulled to pieces at every convention. As the Telegraphers spend about \$15,000 every alternate year for the sake of gathering together to revise the laws, the chances are that our conservative friend is in a hopeless minority, and is only voicing his own sentiments. If the organization was as badly stuck in the mud as he seems to be, its constitution would not need

revising, but as it is young, energetic and progressive its laws will need revising every few years, in order that the organization may keep pace with the swift march of events. If my "do-nothing" friend will only stop to consider he will find that since the last convention, which was held in May, 1897, the Order has started a Mutual Benefit Department, which has now, I believe, something like 5,000 members. There are certain instances where the old O. R. T. laws do not jibe very well with the laws governing the Mutual Benefit Department. The System Division plan of organizing has assumed such proportions that the entire complexion of the old organization has changed. Shall we arrange a comprehensive plan for transferring members from local divisions into system divisions, thereby facilitating the business, or allow matters to drift along just as they are?

Even the Federation agreement has been perfected since the last convention, and these articles of agreement should be incorporated in our constitution. All these changes have occurred in the last two years, and the Lord only knows what the next two years will bring forth.

To return to the original question: The main object of my letter in the October number was to get the telegraphers interested in a plan for securing the fat jobs themselves, and to find out if possible if anyone had a plan of operation whereby this could be brought about. There is yet time for an orderly and intelligent discussion of the question before the matter comes up at Peoria.

Telegraphers can properly lay claim to all the straight agencies, general agencies, general passenger and freight agencies, and every other office job on a railroad, because they serve their time to that kind of work, having it forced on them even when they do not want it, and they are fairly entitled to the plums when ripe. They are theirs by right and they can secure every one of them when they get ready to stand squarely on their rights and allow nothing to intervene.

I would like to lead the way, and until I am shown my error will contend that the best way to accomplish this end is to admit men to the Order who have been railroad agents for at least five years, or who have been in the employ of the company as agent contin-

uously for five years. Protect them when they need it, and when they are promoted claim their places for a telegrapher, who is entitled to it by seniority rights.

If this idea is carried out, telegraphers will no sooner get steady work on a scheduled road than they will find themselves on the high road to prosperity and honorable preferment. No need to go somewhere else to better their condition; their future is assured where they got their start. A telegrapher who is industrious and attentive to duty, besides being an all around good man, would find nothing in his way to interfere with his climbing to the top. We all know that as things are at present arranged favoritism and mere luck have too much to do with promotions.

I hope that the O. R. T. soldiers will learn to train their guns on the enemy, and be careful about firing on friends.

PIKE'S PEAK.

Legislation.

As the time draws nigh for the holding of our next session of the Grand Division, it is but natural that we should commence discussing the legislation necessary to be enacted in order to secure the Order's welfare. I notice that many valuable suggestions have already been made, and doubtless there will be many more before the Grand Division convenes. It is not my purpose at this time to add to these suggestions, but to call attention to another subject, incidental to the holding of our convention.

It has been my privilege to attend every session of the Grand Division yet held, and I have noticed that the general trend of our sessions is to resolve ourselves into a law-making body, and that we are satisfied if certain amendments are made to the Constitution and Statutes. While it is necessary that our laws should be amended whenever they are found to be defective, and the work of legislation should be attended to, it seems to me that there should be other matters considered by the Grand Division in session assembled.

I notice in our Journal that there are many subjects of interest to the labor world ably discussed; but when we assemble in convention it seems that all these questions are forgotten. About all we seem to con-

sider is how to change some law and whom we shall elect as officers. While these are matters of importance and should be attended to, there may be other important questions appertaining to the welfare of our fraternity which should be discussed, but somehow or other they are lost sight of in the general scramble.

In the early history of our Grand Division it was the custom to call the roll of divisions. First for the submission of bills and amendments relating to our Constitution and Statutes, then a second roll-call was had for the submission of matters coming under the head of "Good of the Order." Resolutions, work accomplished, state and national legislation, condition of the Order in various localities, and many other matters of interest relating to the labor cause, were discussed by the several delegates, resulting in general good to the Order and often creating great enthusiasm.

There are many questions of interest which might be profitably discussed in the Grand Division, which would accrue to the benefit of the fraternity, resulting in active work upon the part of our delegates on their return home, and through them the entire membership would be aroused to a state of activity. To illustrate, we might discuss such questions as:

How best to co-operate with the federated railway organizations in securing necessary legislation for railway employees?

What relationship should exist between our Order and other labor organizations, not members of the railway federation and how can we best co-operate with them to our mutual advantage?

What is the best means of increasing an attendance at meetings of Local Divisions?

The best methods of reaching non-members? and many other questions which will occur to the minds of our delegates, should such an opportunity be given.

I notice that nearly all of the labor organizations, at their conventions, discuss live issues in addition to their legislative matters. Would it not be wise for us to do the same? It does not give a Division any great amount of enthusiasm for their delegates to go to the Grand Division, from session to session, and come back only to report that we have changed section so and so, and held our election of officers. What the membership

wants to know is, what has been done to advance the interests of the telegraph fraternity, in particular, and the cause of labor in general. Let us have such a discussion as suggested, and it will result in good. There are many delegates who attend the Grand Division who will have no bills to present, changing our present laws; but who, if given an opportunity to tell what the Order has done in their localities, would be enabled to make many valuable suggestions, and at the same time would exert a powerful influence upon the Order's welfare.

Let us not forget that we are a labor organization, and that any question which affects the cause of labor, generally, affects us also. Yours in S. O. and D.,

A. D. THURSTON.

From an Old-Timer.

For the past few months I have had an opportunity to look over the excellent articles in THE RAILROAD TELEGRAPHER, and I feel like the old lady speaking in church, I might perhaps, say something that would have a tendency to lead some "non" to the life-saving station.

In starting this communication I wish to drop back to the early days of telegraphy, where I first commenced the life of a slave. This was in 1865, and the road that I cut my eye-teeth on was 125 miles long, and the only sounder and sound operator on the division was in the superintendent's office. Every office was equipped with a register, about one hundred yards of paper about one inch wide which run through the register where the dots and dashes were made, and a red flag. It generally took a pretty fair operator from fifteen to twenty minutes to read the order from the strip of paper, copy it in the order book, and from there two copies for the conductor and engineer, which must be done with pen and ink. The trainmen in those days were pleased to get orders, as they could get a good nap while the operator was writing the orders. Operators that could not get orders in this length of time were called "plugs." What would operators in those days be called now if they consumed as much time getting orders?

No operator received less than fifty dollars per month. A sound operator then was recognized by the public far more than a

congressman is at the present date. What are they thought of today?

During my stay with the first company for three years there were six register operators promoted to sound operators, and a general cut during the third year of five dollars per month. The more competent the operators became, the less their salaries grew for fifteen years, until they reached about thirty-five dollars, where they remained on all roads until organization commenced. If organization had not started, operators' wages today would not be over twenty-five dollars.

For twenty-seven years I was a railroad slave, and when I bid farewell to the business my constitution was nearly a total wreck, and my pocket-book resembled "Job's turkey." In the year 1877 I had considerable correspondence with the operators on the road where I was employed regarding organization. A few were well pleased, but the majority laughed at the idea. It was very plain in my mind it was something we needed, yet I had not the courage to go ahead. Although I have been out of the business for several years I rejoice to know that a solid organization is bound to come and its a conundrum to me that a person who knows enough to learn the business has not forethought enough to look ahead a year or two and see where such an organization is going to benefit them. Think of it, everything your own way. Can anyone afford to refuse? Again I rejoice to see what benefit has been brought forth in the last few years.

About six or seven years ago I was employed by the Erie Railroad Company; the duties of operator then and now are far different. Then we were compelled to clean switch lamps and hang them out, then catch a scolding every time because we did not answer up promptly, also, wear Solomon Levi clothes, mop the floors, help load freight and be an all-around man. Every once in a while we would receive notice to be on hand on arrival of way freight (such a date) to be measured for a suit of hand-me-downs. This would call to mind those white cotton threads in "dem all wool clothes," just under our coat tail.

Solomon Levi would be accompanied upon such trips by one of the officers of the company, who stood in with Sol, O K (because

he furnished him with pants), they would walk into your office, elevate your coat tail and if there was the least consumptive look there, down went your name in the Jew book. They would spend about thirty minutes measuring, then go back to New York, pick out a suit as near measurement as possible, sew your measurement on in big letters — you pay \$30 to \$40.

There is quite a change now. Solomon Levi don't come. The switch lamps are placed in other hands.

When last employed as above stated, I mentioned the subject of starting a petition to a few of my friend operators, asking the company to relieve us of the switch lamp duties, allow us to purchase and wear such clothes as we could afford, and increase our salaries ten per cent. This scheme seemed to be catching, as it was but a short time before my correspondence was so large that it required my time until midnight (I happened to be working days), every night for several weeks.

I had heard from nearly every office between Salamanca, N. Y., Dayton, O., and Chicago. It was a general request that I go over the entire route and present the petition in person.

I asked the company for a lay-off of two or three weeks. The same being granted, I started on the trip, which was secret among the boys.

I made the trip on the way freight, in order to see them all, and went from Salamanca, N. Y., to Dayton, O.; then returned to Marion, O., and went nearly to Chicago, when I was taken sick and returned home. I was detained there two weeks, after which I started for Cleveland, but had only proceeded a short distance when I was informed that the officials had forbid the operators to sign.

They had flagged me on the home stretch. The committee on each Division that had been appointed had been frightened by the company, and I was left alone.

I then sent the petition (eight feet long), with as good a letter as I could write, to the general manager by express. Whether it ever amounted to anything or not, I am unable to say.

It was but a few months thereafter before all requests were granted; organization started up and gave them another boost, and

the boys feel better and hope for another landslide in the near future. I know they are better fixed and that I got the bounce. Should I be obliged at some future date to take up the business again, the first move I would make would be to join the organization. My prayer is, that everyone that has an opportunity will push the good work. Make it a fight to the finish and plant the O. R. T. banner upon every railroad station in the land. When this is done the yoke of bondage will fall off. Privileges that were never enjoyed before will be granted, and the telegraph operator will be elevated to the standard of common people instead of the slaves they are today.

Thanking you for printing this lengthy article, I sign myself,

Yours in F. L. and T.,

W. P. JOBES.

The Sunday Question.

As we have the ball started in regard to Sunday work I would like to give it a little push. The two articles by Bros. Potlick and Jernigan, in the December TELEGRAPHER meet my approval and need no commendation from me.

"The Sabbath must go" seems to be the watch-word for all corporations at this age, and Sunday is counted "the great rush day." When God created man He knew that the human body would need rest every seventh day, hence that commandment, "six days shalt thou labor," etc.

The body needs rest; the brain needs rest; the nerves need rest. When the brain is tired the whole body is tired. Why? An exchange tells us regarding the nerves that they are, with their branches and minute ramifications, probably over 10,000,000 in number, and all are connected directly or indirectly with the spinal marrow, then with the brain.

When does the telegrapher get rest? Three hundred and sixty-five full days constitute a year for telegraphers and trainmen, 311 for other laborers, and twelve hours constitute a day. Which needs the most rest, brain labor or manual labor?

When telegraphers or trainmen want rest they lay off, and their salary of course stops. But if they were allowed that seventh day that God has provided they would

not have to lay off ten days or a trip to rest up. I have often heard this question asked, "Why don't you see old men on the railroads?" Friends, listen. Does a saloon-keeper want a drunkard around when his money is all gone? Then neither does a corporation want men when nerves and strength are gone.

I don't believe there is a train dispatcher or chief train dispatcher, division superintendent or any minor official but would voice a movement toward lessening Sunday labor.

My idea is this: Let each labor organization take the Sunday labor question up before its members, get each other's views on the matter and appoint a joint committee, and form a petition to the respective congressmen of each state to have the Sunday law now in existence enforced.

I am confident the pulpits and Christian press will be with us in our fight to gain the day which God appointed for laboring humanity.

Wishing our Order success, I am

Yours in S. O. and D.,

C. A. S.

From Woodville, Ont.

Editor Telegrapher:

In looking over your valuable Journal for December, 1898, I noticed an article therein which gave an account of an experiment which was said to have been tried in New Jersey on the B. & O. R. R. in the presence of the railroad officials, viz.: Sending a telephone message over a telegraph wire at the same time messages were going over the same wire. The article in question went on to say that this was the first time such an experiment was tried and gave the utmost satisfaction to all present.

Possibly you were correct in stating this news the first time you had heard of the like being done, but it is not the first time that a similar experiment has been tried. I will give you an account of the same having been accomplished. About the year 1882 two telephone instruments (Bell's) were placed as follows: One in Woodville station, the other at Victoria road station (the old Toronto and Nipissing R. R.), and the instruments were connected with the telegraph wire and worked splendidly, every word being heard distinctly, even the sound

of a band instrument being played was heard. This experiment was tried by Messrs. A. Adams and Crabb, station agents.

Mr. Adams is still a railroad man and at the same station, now a G. T. R. station, Midland division. I do not know whether Mr. Crabb is still alive, but there are others whose names I could give who heard the messages and can vouch for this as correct.

Yours truly,

Geo. W. H. Browne.

[Note. The article in question states that it was "the first telephone test of the new copper wires," etc., and not that this was the first time such an experiment was tried. Wires arranged to be used simultaneously for telegraphic and telephonic purposes have been in use for many years in different parts of the country. A full description of the method of conducting experiments of this kind is given in "Mavers' American telegraphy."—Ed.]

From North Dakota.

I have read the December TELEGRAPHER from start to finish, and find that contributors comprehend the situation, and I feel that having this comprehension, they will work unceasingly to bring about a different state of affairs in the matter of the division of profits, between labor and capital. I note the letter from A. Traveler, and he puts the matter in the proper shape in regard to the agent and operator. These things do exist, and I know of men who scabbed for this company that are holding the best stations and have operators to do their work, while men that have worked for years have to go it alone and can never hope for anything better. But we must, once in a while, talk of a remedy as well as enumerate our grievances. We must devise means to drive out the evil, put up the bars and then watch that they are not let down again.

T. E. W. says, and he is right, that we must go to the caucus and try to secure the nomination of honest men. That they are in the ranks of the working men, is certain. If we fail to recognize the man that lives by his ability to extract service from his workmen, receiving the greatest number of hours service for the smallest pay possible, as anything but our enemy and a very danger-

ous person, we are simply aiding to our own undoing. Still it is this kind of men that are representing us. There is a great cry that it is the modern improvements that crowd so many men out of employment. That is true, and no one denies it, but could it not have been made so that this effect would not have been so apparent? Could not other improvements have been made that would have overcome these?

Improvements? Oh yes, we have all kinds of improvements in labor-saving machinery in construction. Even the fruits and vegetables we eat are improved, but the same old laws remain on the books, year in and year out. You never hear of a representative presenting a bill looking toward the continuous and profitable employment of all people. The surplus labor that is dying off and leaving other younger labor to wait for a situation, is a necessity to capital. It is the lash that is held over you. I said it was a necessity. It is not. He only thinks it is. He is the same hog that climbs to the top of the pile of corn and spoils all he is unable to eat. You have heard of the "good government" we are going to give to some other people. I would like to suggest, that if there is any left over, we might keep it at home. About the first thing the Filipinos will be wondering, after we get them straightened out, will be, "What was it that we were kicking about?"

CERT. 2724, GRAND DIV.

From Illinois.

I notice of late that there is always a contribution in our paper from some of the brothers that joined the Signal Corps, and as they seem to be in order, I will just write a few words of what I think of that department.

I was just about like the brother from Camp Thomas in regard to the great things I was going to do and the promotions I was going to get, but fortunately (or unfortunately, if you wish) the war ended all too soon to have any of those aspiration fulfilled.

There is one thing I would like to have the brother at Camp Thomas answer, and that is, was he told before he enlisted that his duties would be "light and pleasant?"

If so, I think he has as good reason as anyone to register a kick. If anyone tells me that playing chambermaid to the horses, and in fact, most any kind of hard work, is "light and pleasant" duties, then I don't want any of them in mine, at least not in Uncle Samuel's service. It would not have been so bad only for the conduct of some of the officers at Washington Barracks. How many who read this article will remember the once familiar sentence "don't slap that horse, push that horse," while we were at the grooming line at Washington Barracks? If you will remember, it was from an insignificant officer of the District Corps, who, I was pleased to see, lost his straps before leaving Washington.

Now there was another thing that I think wasn't fair, and that was in taking us out there and giving us to understand that we were to have horses, and then not giving them to us. I don't think very many of the boys would have kicked very hard if they had been compelled to do the stable work, if they could have had the pleasure of an individual horse to take care of. We were given cavalry trousers, but we failed in getting the necessary horses to make us look anything like cavalry, unless it was dismounted cavalry. Everywhere we went, unless it was on a train or a boat, we had to get out and drill the same as anyone else in the service. However, we never lacked in the line of having horses and mules to take care of, even on the boat going to Porto Rico, as I had the pleasure of crossing the Big Pond, and also came near having the pleasure of leaving myself over there through sickness.

The brother at Camp Thomas evidently don't remember some of the pleasant things we had to contend with. If he was at Camp Thomas, he should be able to remember our little plaything nicknamed "Calamity Jane." If he never had anything to do with her he was lucky. I have seen mean mules, but I never saw one that could kick farther and harder on less provocation than Calamity Jane could. Still we had to work around her when a man's life was in danger all the time, and it would have looked fine to have seen a few lines in our home paper saying, "He died the death of a patriot, kicked to death by a mule."

I have dropped from the profession now, but not from the Order, and I am thankful to say that I am now doing manual labor, but not under the pretension that it is "light and pleasant," and am not under either a commissioned officer or a train dispatcher. I'm farming for myself.

I like to get THE TELEGRAPHER and hear from the boys through it to see how the Order is progressing. I hope that if I ever go back to railroading that all the roads in the United States will be thoroughly organized, not like the road near me, all nons and most every station a ham factory.

Yours in S. O. and D.,

JAMES H. IRWIN,
Auburn, Ills.

Sunday Labor.

The Philippine Islands were captured from Spain so that the poor natives could be Christianized by the United States. Missionaries by the score will be sent to the islands to teach the natives and Christianize them. The Ten Commandments will be the first thing taught these poor natives, and the fourth will be the one most impressed upon their minds: Six days shalt thou labor and do all that thou hast to do; but the seventh day is the Sabbath of the Lord thy God. In it thou shalt do no manner of work.

If we teach we must first set the example. Our children are taught this same commandment. Do we set the example? No. Why? The question has not been taken up by our trades unions. It has not been discussed in our division rooms.

Since my November article several of the boys have given this question thought; though different phases were thrown on the question, they had the same end in view. The main thing, gentlemen, is that we get a phrase inserted in our new schedules, and old ones renewed. This will give us relief at least every other Sunday, wherever practicable, or a certain number of days at one time with full pay; this could be left with the committees to adjust.

EMIL THEODORE,
Cumberland Division 162.

FRATERNAL

Missouri Pacific System Div., No. 31.

We were late with our report last month, and, in consequence, got crowded out. The election resulted as follows:

General Chairman, J. F. Burnett, 1206 West Markham street, Little Rock, Ark.

LOCAL BOARDS OF ADJUSTMENT.

J. C. Boggs, Chairman, 3320 St. Vincent street, St. Louis, Mo.; B. F. Ball, Chamois, Mo.; S. C. Mahanay, Meramec Highlands.

J. M. Kelly, Chairman, Lee's Summit, Mo.; W. E. Thomas, Centropolis, Mo.; E. G. Treadway, Grand Pass, Mo.

L. F. Akers, Chairman, 610 Atchison street, Atchison, Kan.; H. R. Wills, Union, Neb.; S. P. Hinds, Stella, Neb.

J. L. Ferguson, Chairman, Hoisington, Kan.; W. D. J. Whitechurch, Council Grove, Kan.; E. V. Fritts, Galatea, Colo.

Bert Johnson, Chairman, Rich Hill, Mo.; E. A. Galliher, Ft. Scott, Kan.; A. N. Wickham, Nevada, Mo.

W. F. McCullough, Chairman, Larned, Kan.; E. C. Hicks, Sedan, Kan.; E. A. Sites, Wichita, Kan.

A. E. Hughes, Chairman, Axtell, Kan.; A. M. Calvert, Soldier's Home, Kan.; V. S. Becker, Holton, Kan.

R. S. Wilson, Chairman, Poplar Bluff, Mo.; Jas. L. Brierton, Ironton, Mo.; J. H. Tucker, Piedmont, Mo.

J. F. Burnett, Chairman, Little Rock, Ark.; H. F. Villars, box 108, Little Rock, Ark.; no election.

DELEGATES.

J. L. Brierton.
W. F. McCullough.
J. F. Burnett.
J. C. Boggs.
F. M. Lechner.
L. F. Akers.

ALTERNATES.

W. R. Davidson.
A. J. Bowlin.
J. L. Ferguson.
R. S. Wilson.
T. W. Barron.
A. M. Calvert.

More than one-half of our members voted, but all should have done so.

I wish to urge every member who has not already done so, to pay dues for the current term at the earliest possible opportunity. Do not put it off, but look at it in a business way, for it surely is a business matter.

I want to say that I have received thirty-two requests from non-members for blank applications in the last twelve days. All express a desire to start right with the new year. This is certainly encouraging, and should cause you to reflect as to what you are doing to advance your own interest.

Are you looking after the non-members in your vicinity? Are you asking those with whom you work if they are doing their duty by helping to up-build the Order? Up to this time we have not had an organizer on the System since adopting the System Division plan, and from March 14th to Decem-

ber, there were just ninety initiated into this Division. I think the prospects are good for doubling this number in the next six months, and I am sure it can be done if you will help us as you should.

Wishing all a prosperous and happy new year,

I am yours in S. O. and D.,

SIDNEY C. MAHANAY,
Gen'l Sec. and Treas.

The first regular meeting of System Division No. 31, was held in St. Louis, Mo., commencing at nine o'clock a. m. Monday, January 9, 1899, and ending on the following Friday.

The following members, composing the General Grievance Committee of the Missouri Pacific Railway, were present: J. F. Burnett, General Chairman; S. C. Mahanay, General Secretary; J. C. Boggs, St. Louis; R. S. Wilson, Poplar Bluff, Mo.; Bert Johnson, Rich Hill, Mo.; W. F. McCullough, Larned, Kan.; J. M. Kelly, Lee's Summit, Mo.; L. F. Akers, Atchison, Kan.; A. E. Hughes, Axtell, Kan., and W. D. J. Whitechurch, Council Grove, Kan.

On account of having so much territory as Local Chairman, Bro. Burnett stated that it would be almost impossible for him to act as General Chairman for the entire system, and presented his resignation as General Chairman to the committee, which was accepted with much regret.

Bro. T. W. Barron, of St. Louis, was then nominated, and elected, to the office of General Chairman for the System, and immediately assumed the duties of his office.

A total of thirty-one grievances was presented to the committee, four of which were not accepted, but returned to the Local Chairman for further investigation.

The entire time of the committee was spent in handling these grievances, checking up the books of the Division for 1898, and outlining the policy of the Division for the future.

Night sessions, from 7:30 to 11:30 o'clock p. m., were held four nights during the week, and much work was accomplished.

The last session of the Division was extremely interesting, lasting from eight o'clock p. m. until four o'clock a. m., at which time some of the members retired for the remainder of the night to dream over the pleasant life of a grievance man, while Bro. Boggs and others decided to take a ride on the St. Louis "owl cars" to the suburban part of the city, returning to the hotel in time for breakfast.

The committee had the pleasure of having Grand Chief Bro. W. V. Powell with them during a portion of the session, and were much pleased and encouraged by the information given them in regard to the rapid progress that the Organization is making throughout the country.

Missouri Pacific System Division No. 31 is ambitious and desires to be the brightest star in the

constellation, and, with the conditions now existing, which are all in our favor, and with our present committee, all broad-gauged men, there is no reason why our lodge should not be a tower of strength for its members.

I am advised by the General Chairman that among the many grievances adjusted, the committee secured a contract for the boys on the K. C. N. W. Ry., now a portion of the Missouri Pacific, increasing their salaries from five to twenty-five dollars per month, giving them the Missouri Pacific minimum, with overtime, and all rules of the present Missouri Pacific contract.

Bro. A. E. Hughes, who represented the K. C. N. W. on the General committee, is one of the old-timers, having been a member in good standing since the incipency of our Organization, and the boys found him a valuable addition to our committee.

Bro. S. C. Mahanay was unanimously re-elected General Secretary and Treasurer for the present year, and Bro. J. F. Burnett, of Little Rock, was elected Vice General Chairman.

An Executive Committee was elected, consisting of Bros. B. Johnson, Rich Hill, Mo.; J. M. Kelly, Lee's Summit, Mo., and L. F. Akers, Atchison, Kan.

Bro. Mahanay advises that many applications are being received daily, and the prospects for Division No. 31 were never brighter.

DIV. COB.

Bro. Perham having succeeded in rescuing a good portion of my last article from the "office goat," encourages me to venture forth once more. I hoped that some of the other brothers would take the cue from my article and come out, but I was doomed to disappointment.

I must congratulate the members of Div. No. 31 for their individual work among the "nons." Brothers, keep after them. There are a few more left, and when you once get hold of one, talk his arm off, if necessary, to get him in; that is, if he is the right sort, and would be a credit to our Order.

I must say a few words in favor of our General Committee. Boys of Div. No. 31, you have a committee to be proud of, and they should have full credit for the hard work they did while in session at St. Louis. I had the pleasure of being present, as a visitor, once or twice, and know whereof I speak. If any of you think they were on a pleasure trip, and were drawing a pension while they were here, I will just ask you to lay off next time they meet, and come and see for yourself. They earn every cent they get for this work (which is barely enough to pay their expenses). I sincerely hope that every member on the Division will cheerfully remit the extra dollar for these expenses, with their dues, to Bro. Mahanay promptly.

Bro. "Vee En," of Division 39, you use some very good logic on the "non" question, but there is no use trying, we cannot do the subject justice. Bro. Russell, of Akron, Ohio, comes as near doing them justice as any of them, and even he has given up in despair. The vocabulary of the average operator is not sufficient to deal with the majority of these "animals."

Of course there are exceptions, and there are still some good men among the "nons," who, probably,

have not had the opportunity, or, perhaps, have not had the advantages of O. R. T. properly put before them, or several other excuses, which we will take for imaginary, but at the same time if we were in his place we would consider it a good one; but, thanks to the individual Organizers (especially on the Missouri Pacific), we are getting this class into line as fast as possible, and at the rate they are coming at present, it will not be long before we will be entirely out of material.

But the class which we might consider "confirmed nons," are the old fogies who, every time the superintendent comes along and says, "Hello, John," and pats him on the back (you all know how this soft soaping is done), John considers himself the superintendent's personal friend, and thinks that it is his duty to stay out of these organizations because his "personal friend" does not think that they are the "real thing." And again, in case of trouble, he certainly could not go back on his "personal friend."

Brothers, I cannot see why something cannot be accomplished on this System in regard to Sunday work. Article 41, of the Trainmen's Schedule, reads: "For all freight trainmen employed by the month (twenty-six or twenty-seven actual working days), shall be rated as a full month, and Sunday work will be paid as extra time." I do not see why the O. R. T. should not be able at least to have their time cut down one-half for Sunday work; that is, say "six hours shall be considered a day's work for Sunday, and overtime be allowed for all time over this amount."

Now for a few personals, and I will leave you for this time, and if "Ye Editor" lets this escape, it might induce me to trouble you some other time (me thinks I hear some of you whispering to the Editor "to shut it off now").

Bro. Barron: I do not think that you treat your visitors properly, having them wait till four o'clock in the morning for you to adjourn the meeting. What's the matter with having a short recess? Then we wouldn't have to show our "raising" and go out "durin' meetin'."

Bro. Wilson: Bro. Boggs wants it distinctly understood that he smokes nothing but fifteen centers. I will take the same. You can send them up by mail.

Bro. McCollough should understand that when he runs for office in St. Louis, he has to contribute to the campaign fund, if he expects to be elected.

Bro. Nichols, of DeSoto, is still in the minority. Stay with them "Nick." The minority must prevail.

It is with great sorrow that we are called upon to chronicle the death of our Brother, Claude Fletcher. He died at his home, 2815 Henrietta street, this city, January 16th.

Bro. Fletcher was well liked by all who knew him. Although a young member of the Order, he proved himself a true member, and a hard worker for the cause whenever the opportunity presented itself.

He leaves a wife and one child; also father and mother, who have the heartfelt sympathy of the entire fraternity of this Division.

I wish to announce that there will be a grand union meeting of the five railroad orders at the Century Theater building, in the city of St. Louis, Mo., on Sunday, February 23, 1899. I hope that every

operator who can possibly do so will be present. It is my earnest desire to see the O. R. T. well represented at this meeting.

In S. O. and D.,

"MACK."

IN MEMORIAM.

WHEREAS, He who holds the destiny of man hath removed from our midst by death, Brother Claude S. Fletcher, on January 17, 1899; therefore, be it

Resolved, That while we mourn our loss, we send cheering greeting to the afflicted widow and the bereaved parents. Man is born to die, but there is an eternity of Love for the Children of Light.

Resolved, That a copy hereof be sent to the widow of the deceased brother; a copy also sent to the deceased's parents, and a copy sent to THE TELEGRAPHER for publication.

A. T. CHEATHAM,
L. A. NICHOLS,
F. A. DAY,
Committee.

Canadian Pacific Railway.

Montreal Section:—

For several months I have eagerly looked in THE TELEGRAPHER for something from some of the boys on this division, but so far have been disappointed, so I am going to try it myself, in hope that someone more capable will catch the fever and write something each month.

Although this section has not been heard from through THE TELEGRAPHER for some time, we are by no means dead; of course there are several nons and it is surprising how slow they are in coming in, notwithstanding that they are benefitted all the way from five to fifteen dollars per month through the efforts of the Order. One would think, in a case of this kind, there would not be one non-member, and it is to be hoped that a month or two, at the longest, will see them all in, as we are sending them invitations daily.

Bro. Bundock, formerly of the Quebec Section, is holding down Hull, days, with Lalonde, nights.

Bro. Dean is agent at Lange Gardien (Garden of the Angels).

At Buckingham we find Operator Blondin, formerly of the G. T. Ry., as day operator, and St. Onge, nights. Although Mr. Blondin is nearing his three score and tenth year, he is still hale and hearty.

Bro. Campbell is agent at Rockland. Wonder if he ever goes out driving? Guess not, too much work to do, (nit).

Bro. Mitchell is agent at Thurso.

At N. N. Mills we find Bro. Hearne.

Bro. Dobie is reported sick with la grippe.

Relief Agent Bro. Kerwin is on the sick list, also. Guess the early and late hours at Labelle did not agree with him.

Bro. Couture, of St. Rose, has his eye on some of the nons, and that means he will want some more application blanks.

With best wishes to labor unions in general, and the O. R. T. in particular, I'll cut out.

CERT. 282.

Western Division:—

Having started in on another year, the boys between Fort William and Winnipeg had better take

a "shake" and come out of that "dormant" condition they have been lying in for some time. Apparently there are no Order boys here, but in reality we have the majority, and there is small reason why every telegrapher on this division is not solid and true to our noble Order. Non-members have surely seen long before this that they have been and are being benefitted by the Order as well as the members. You are not the kind that "take all and give nothing in return," not even as much as a good word, I hope. Why not throw your lot in with us now, in the beginning of this new year, and keep things booming? Throw aside all prejudice heretofore held and join as brothers, and enable us to help the growth of our Order.

Owing to the inconvenience of having an occasional meeting, the members seldom have a chance to converse on Order topics, but more interest could easily be taken in this line if each brother would do his share, or assist in some little way.

Let us each and all endeavor to bring this year to a close with a showing of one hundred per cent. membership of the telegraphers now employed, or as near to it as possible.

The rush of traffic being now over, the telegraphing staff has been considerably reduced during the last month or two. The dispatching staff being also reduced we are now left with Trick Dispatchers More, Webster and Walker, with A. W. Hodgson as chief.

Bro. Hatton, formerly on third trick, has taken a trip East, and on his return is expected to take a position on the Crow's Nest Branch. We regret to have him removed from our midst, but our best wishes will follow him wherever he may go.

As changes are frequent on the line it is rather hard to keep trace of all the operators. Taking a run west from the "Fort" we find at Murillo, A. Large as agent and operator. At Dexter, Jimmy Hodgins as agent, with Operator Floyd as night man. J. H. Campbell, A. Clinton and C. Young as agents and operators at Savaune, Carlstad and English River, respectively. Bro. O'Neill, day man from Keewatin, has taken the agency at Bonheur, Operator Callam, the former agent, going to Ignace as day operator. Bro. Uren, having been dispatching during the rush for a short time, is again back at Ignace as agent; Operator Belleau is now doing night work there.

Bro. Parlee, at Tache, has been engaged for sometime on a new order board, which required his presence at Fort William occasionally superintending its construction. Through the company's permission one will be set up at Tache for trial test. The outlook is bright for its proving satisfactory. For simplicity, durability and efficiency it will be a decided improvement on those now in use. We wish Bro. Parlee success with his invention.

Bro. MacDonald still holds the chair at Tache, nights.

Bro. McCay, at Wabigoon, and Bro. Stone, at Dryden, keep very bad hours lately.

We find Operator Brown as agent at Eagle River, with Geo. Gould as night man.

Bro. Killam, at the Bay, has returned from his holidays. He is now under the weather, but we expect to see him around soon again. Bro. Mills is relieving him at present.

Boys, be on the lookout for a talking machine on the beat some of these days. "Scottie" has it about loaded with stirring speeches on our Order, and its a coming on the warpath soon.

With Operator Cavanagh as agent, and Operator Dumas on nights, we get as far as Hawk Lake, and assisted by Bro. Skerratt days and Operator Bedard nights, we arrive at Rat Portage.

As I am afraid Mr. Editor will be looking for the waste basket about this time, or may have been before this, I will run aground there.

I would be pleased to see some brother take up where I have left off, as there are many more capable of doing this than I am. If none are so inclined, I will try to do my best, and if you have a little news please give me a call.

Yours in S. O. and D.,

MAC, CERT. 1,008.

It is seldom we see anything from this part of the road, but now that we have a correspondent, you may look for a letter every month.

Well, things are down to their very lowest just now, on account of the falling off of business, which occurs every winter.

I am glad to say we have six new members in as many months.

Bro. Floyd holds down the key nights at Dexter. Bro. Hodgins is in charge at the same point.

Bro. Chas. Young is agent at English River.

Bro. O'Niel, one of the "board," has been promoted from day operator, at Keewatin, to agent at Bonheur; Bro. J. G. Wormworth taking his place at Keewatin.

Our worthy chairman, W. Juren, continues to run things at Ignace, with a first-class assistant in Bro. Belleau.

Bros. Parlee and McDonald do their respective acts at Tache.

Mr. McCoy is the able agent at Wabigoon.

Bro. F. Stone stands in with the farmers at Dryden.

Mr. W. Brown keeps track of the cars at Eagle River, with Bro. Gould as night chief.

Relieving Agent Bro. Mills, is relieving Bro. Kilham, at Vermillion Bay, who is away visiting friends at Moncton, N. B.

Bros. Skerratt and Bedard are kept hustling at Rat Portage.

Bro. D. C. Campbell, at Kalmar, is still single.

Bro. Fulmore looks after Whitemouth days, with Bro. M. Campbell nights.

I notice Bro. Tighe has moved from Kalmar to Molson.

Bro. Healy is at Tyndall and Bro. Goskine at East Selkirk.

In my next letter I will content myself with mentioning important events only.

Our local board is in good working order and did some good service lately.

I hope to record two or three new members next trip.

CERT. 902.

North Shore Line:—

I have scanned the pages of our much-prized TELEGRAPHER, month after month, in quest of a report from our division. Not finding any, and

agreeing with our "G. T. R." brother that there is no news like home news, I send you a few jottings.

We were all pleased to learn that Bro. Campbell, of Rockland, has been appointed chairman of our local committee. Bro. Campbell is wide awake to the interests of the Order. He is the right man in the right place.

We are sorry to learn that Bro. Dobie, of St. Augustine is on the sick list.

Bro. J. G. E. Belanger, of Papineauville, was made happy, a few days ago, upon the arrival of a fine O. R. T. boy.

J. G. Liberion, who has been working nights at St. Therese, has gone to Pointe au Chene, as agent, accompanied by his bonnie bride. We extend to him our hearty congratulations.

Our dispatchers at Montreal have moved to their new office. They now report being in very comfortable quarters.

Bro. Dowler is still pounding brass at Gatineau Valley Junction.

J. A. Couture, our most worthy brother, is still signing the balance sheet at St. Rose.

I quite agree with our brother from the O. & Q. Division, that a new book of rules, embodying all the circulars, would save many of the boys from getting into trouble. I think we should agitate this question, and for the benefit of all concerned insist upon the company complying with our request.

CERT. 751.

Toronto, Grey and Bruce Division:—

Bro. Beemer has resumed duty at Wingham after spending a two weeks' vacation visiting friends; Bro. W. Caesar going to Orangeville to relieve the agent there.

We are pleased to see Brakeman Edgar on duty once more.

Relief Agent Ward relieved Bro. Hinokey at Hariston for a few days.

Bro. Geo. Crisp, at Wingham has accepted the position of night operator at Toronto Junction. Extra Operator M. Beemer is at Wingham temporarily.

Bro. Thompson is off with la grippe at Bolton. Mr. Badlam is relieving him.

Bro. Bradley has returned to duty after seeing the sights in and around New Brunswick for a period of two weeks; Mr. Ray going to Parkdale nights.

Relief Agent Ward relieved Bro. Pritchard, at Fergus, an account of holidays.

Relief Agent Bro. Caesar represented the company at Caledon during Mr. Atkinson's sickness, and at present is relieving Bro. McKee, of Melville Junction, who is a victim of la grippe.

Agent Russell and Bro. Cuthbert, of Brampton, have been made honorary members of the Brampton fire brigade.

The night operator at "C" office has been dispensed with for a short time.

The Bruce boys congratulate Bro. W. Killingsworth, of London. W. K. has taken unto himself a wife, and we all wish him much joy and every year "an up-to-date card." Relief Dispatcher C. A. Jelly relieved him.

Melville Junction has been closed as a night telegraph office, Bro. "Sampson" Smith going to Orangeville as night chief.

Operator Dowling has returned to the London Division, we understand to operate nights.

Bro. Jelly will be able to resume duty at Alton in the near future. It will go hard on Bro. Stockdale to part with the many lady friends which he has made since he took charge.

Some of the brothers on our division were lucky in receiving Christmas presents. Bro. W. Caesar had expressed to him a fine stand-up paper collar, to be worn on Sundays only. Bro. Andrews, of Wroxeter received as a gift a handsome hardwood-mounted scrubbing brush. Bro. W. A. Smith's best girl sent him a copy of the latest "Rag Time Singing." The residents of Orangeville are hushed to sleep with Billy's coon songs.

Bro. Geo. Crisp, of Toronto Junction, enjoyed three or four days leave of absence. He was the guest of Bro. Cuthbert, at Brampton, for a couple of days.

We would suggest that the boys on the London and Windsor sections appoint a brother to write up that division.

We are pleased to see Mr. R. Charlton back at his office. Mr. F. Richey has returned to Orangeville, as agent.

Operator S. Young, of Glenannon, is relieving Agent Brawley, of Orangeville Junction, who is laid up with a lame leg.

Relief Agent Ward is relieving Agent McGill, at Flesherton, who is away on holidays.

It is said that one of the brothers on this division attended church for the first time in some years. As luck would have it, the preacher took for his text, "The Prodigal's Return."

CERT. 929.

Pacific Division:—

In a recent trip over this division the following are noticed:

Donald, B. C., Bro. McMillan, agent; Bro. Taylor, day operator, and Bro. Huston, night operator.

At Beaver Mouth we find Bro. Frank Robinson relieving Bro. R. Barker.

Bro. V. Dunn holds down Bear Creek in the absence of Bro. Mooney, who is lost on a vacation.

At Rogers Pass Bro. Bill Cator is agent, with Frank Carson night operator.

Bro. A. Sharp presides as agent at Glacier.

Bro. R. Armstrong represents the company as agent at Illecillewaet.

Bro. L. J. Edwards is the highly respected agent at Albert Canyon.

In Revelstoke dispatcher's office we find, Bro. T. Downie, chief; Bro. J. D. Fraser, second trick, and Bro. D. W. Stearman, third trick. The two last named are our esteemed and able committeemen. In the office downstairs Bros. C. W. Mitchell and H. Dier are to be seen making hot wires.

In Arrowhead we have Bros. J. Taylor, B. F. Gayman and J. Graham. Bro. J. Taylor does the grand as purser of the S. S. Kootenay.

Bro. Dorsey, a new arrival, dodges slides at Clanwilliam.

Bro. Haney is operator at Griffin Lake.

Bros. T. Cummiskey and Armstrong handle the business at Sicamous.

"Hot Stuff," Bro. Currie, is the courteous agent at Salmon Arm.

Bro. Barker is at Notch Hill.

Bro. McConnell is the agent at Shuswah.

At Vernon Bro. Ed. Goulet is the popular agent.

Bro. Armitage is agent at Okanagan.

Bro. Smith is agent at Penticton.

On the Okanagan branch we have two armored individuals. It would be an impossibility to shoot O. R. T.-ism into these "men" with a thirteen-inch gun. The sublime nerve that enables them to enjoy the privileges that have been secured by the Order men is unparalleled.

The article in the last issue by "Traveler" is a good one, and I am sure represents the feelings of the majority.

CERT. 744.

New York, New Haven & Hartford.

Danbury Division:—

Bro. Meade is working days at Wilson's Point, with Bro. Vanwyck Benedict doing "owl" duty.

Mr. R. M. Olmstead, formerly of Wilton, Conn., has been transferred to Norwalk, vice D. E. Hughes.

Bro. W. F. Gould is working days at the South Norwalk dock office, with G. A. Knapp doing the "owl" act.

Mr. J. S. Morgan is working at South Wilton.

Mr. J. E. Woods is on duty at Winnipang.

Mr. A. C. Bradley is doing duty at Wilton.

At Cannons we find Bro. Gilbert.

At Georgetown Mr. C. H. Taylor holds forth.

At Branchville Mr. E. S. Marsh works in the daylight and Mr. Benjamin holds forth at night.

At Sanfords we find Mr. B. Baine.

At Redding we find Mr. R. H. Holmes.

At Bethel we find Mr. McMahon; and last comes Danbury with Chief Dispatcher Brown, days, and Dispatcher McMahon, nights.

Bro. Piccolo, who works in a broker's office at Norwalk, has paid quite a number of visits to the boys along the line in search of the careless non-member. It is to be hoped that they will soon see the error of their ways and not be a stumbling block for themselves as well as all others that surround them.

"HUSTLER."

Berkshire Division:—

At a certain station on the Berkshire Division of the New Haven System the night operator was away on a vacation, and an old-time brass pounder took his place. He must have been an "old-timer," as one of the expressions he frequently used was, "Well, when I learned the 'biz,' about fifty years ago," etc.

Now, at this station the baggage master was given, by his fairy God-mother, the gift or magic art, of being able to handle the lightning and sling it around loose without harm to himself and as a benefit to others; while his God-father must have been Belzebub himself, as he is an inveterate practical joker. But he is also a good O. R. T. man, (for which much shall be forgiven him).

One pleasant night, while the "old-timer" was sitting trance-like in his chair trying to figure on killing old Father Time, and incidentally keep awake, the baggage master went down to the cellar, (which is reached through the baggage room), and disconnecting the battery wire from the zinc, proceeded to call that station's office call. Now, as the

battery is directly under the office, you can hear the sounders just as plain as though you were in the office. Presently "Y" aroused from his trance and promptly answered. Mr. B. M. then sent him the following message:

"To Mr. L. E. Phant, (elephant).—Please send, immediately, ropes and derrick to assist in moving a well. Sig. U. R. GREEN."

The "old-timer" innocently copied the message and laid it aside to be copied in A. M., gave his O. K., and again went to meditating.

In a few minutes the B. M. sauntered in with a 7x9 smile on his classical mug, and made a jump for the message. A great illumination broke in on the mind of the "old-timer" and he also made a grab for the copy, but the B. M. got the message and kept it to show to the boys, and now, if you are not a member of the Benefit Department of the O. R. T. or some other insurance equally as good, take my advice and never ask "Y" if he has received a message for Mr. L. E. Phant, signed U. R. Green.

Yours in S. O. and D.

"NIGHT HAWK."

NOTES.

The dance that was held at Bridgeport, Conn., by Park City Division No. 241, was a perfect success. There being about one hundred and seventy-five operators present, and most of them wore the blue and red badges, denoting they were O. R. T. men.

Since the Erie and Westshore freight has been sent over our division, it has increased business immensely. All we hear is "31" and "O. S."

We are glad to hear that there is only one man who does not belong to the Order, that works night at a junction point on our division, but in time we will land him.

We will try and give a few of the operators, brothers who hold down the owl tricks:

At Bridgeport we find Bro. Farbar holding down the night trick.

At New Haven we find Bro. Cunningham.

At West River Junction we find Bro. Pettit.

At Brookfield Junction, Bro. McDonough.

At Hawleyville we find a "non."

At Great Barrington, Bro. Gleason.

At Pittsfield, Bro. Barker.

At New Haven freight office, Bro. Marion.

Now boys, let's get at the "non" at the junction point.

Brothers, we understand the Danbury and Norwalk Division has started to organize and have got sixty-five per cent. of the operators, and they are working hard to get seventy-five per cent., which will only be a matter of a short time.

Bro. W. F. Pardee, of the D. & N. Division, is working nights at Brookfield Junction for six weeks, on account of Bro. Griffin going on a vacation.

Bro. Jos. Piccolo has left the broker's office, at South Norwalk, to accept a better position in New Haven. Wish you luck, Joe.

Operator Jacoby is working days at Hawleyville, Bro. Fugh is to go on a vacation.

Bro. J. H. Farbar's father met with a very painful accident while going down stairs. He fell and broke two of his ribs. He will be laid up for some time.

JOE OTT.

ASSESSMENT NOTICE.

NEW HAVEN, Conn., Jan. 29, 1899.

To all Members Employed on the New York, New Haven and Hartford Railroad:

At a special meeting of the General Committee, held in New London, Conn., on January 17th, a resolution was passed, levying an assessment of fifty cents upon each member employed on the above system, to defray the expenses of the Chairmen of the different Boards of Adjustment attending said meeting, and to cover all expense incidental to the calling of the meeting.

This assessment is levied in accordance with Section 123, Protective Department of the Order, and is payable not later than March 1, 1899. Remittances should be made either by express, postoffice money order or registered letter, direct to the General Secretary and Treasurer, J. R. Cardinal, 156 Congress Ave., New Haven, Conn., without further notice.

Approved:

W. V. POWELL,
Grand Chief.

Approved:

J. W. ALLEN,
Gen'l Chairman.
JNO. R. CARDINAL,
Gen'l Sec'y and Treas.

Pittsburg Div. No. 52.

Our first meeting of the new year occurred January 7th, and was called to order by Chief Telegrapher J. W. Barber, with one candidate in the ante room awaiting initiation, and roll call found a few officers absent, but they soon made their appearance, and in a short time all were ready to assist in the work of initiating our candidate, which they were very prompt in doing. After the initiation ceremony the next thing in order was the installation of officers for the ensuing year, in which your humble servant took a part.

Our newly elected First Assistant Bro. Cooper was out of the city and Marshal Bro. Schofield being at home wrestling with the grip, their part of the ceremony was postponed until our next meeting. Bro. Keenoy acted as Past Chief Telegrapher during the evening and performed his duties in a creditable manner.

Bro. Sweeney, from Reynoldsville low grade division A. V. R. R., an old member of Division 52, was one of the new faces in the Division room, this being his first appearance in the lodge room, as his home is over one hundred miles from Pittsburg. Brothers coming that distance to attend a meeting set an example that a great many brothers living closer could benefit themselves by following.

Several bills were read and ordered paid covering expenses for the old year, and everything presented was discussed with a lively interest, and, as a result, the Chair had a warm time at the beginning of his term. The only thing that did not receive discussion was the appointment of Division Correspondent as he decided to act himself. No objection was made to the choice. The second meeting of the month, Saturday, January 14th, found all officers present. After all, the members congratulated Bro. Cooper and wished him pleasant sailing on the sea of matrimony which he has just entered, and smoked a good cigar on his doing so. The meeting opened a little late with a fair attendance, but what lacked in numbers was made up for in

the lively interest shown by them. Bros. Cooper and Schofield being absent at our last meeting, the first act performed after reading the minutes was to install them in their offices. The initiation ceremony followed and the new team had their trial. No bills were presented to the Division for payment, something unusual, but satisfactory to all. Considerable business was disposed of under the different heads and action taken on the death of Bro. Cramer, expressing our regret over the loss to our Division of a valued member. Good of the Order brought forth a great many topics, but the most important subject was that of holding an open meeting Sunday, February 5th at 3 p. m. in our Division room for the purpose of explaining O. R. T.-ism and its benefits, and a cordial invitation extended all telegraphers eligible to membership to attend the same.

Look out for a boom in 52's stock, which is already at a premium and declared a good thing by all who have asked for dividends. This meeting and a little individual hustling will do more than a dozen Organizers from the Grand Division. So, brothers, take the hint, and instead of asking why Organizers are not sent to secure new members on your own road, with whom you are well acquainted and could secure with a little effort, start out and ask them yourselves and you will soon see the result. But before doing so, look over your laws and show you are capable of doing something without asking someone else how much it will cost to put your man through.

S. J. KONENKAMP.

REED — COOPER.

Miss Minnie M. Reed, grand-daughter of Mr. and Mrs. Joseph S. Reed, of Oakmont, Pa., was married on Wednesday, January 11th, to Bro. William J. G. Cooper, of the same place. The ceremony took place at eight o'clock p. m. at the home of Mr. and Mrs. Reed, Rev. G. W. Montgomery, of the First Presbyterian Church, Verona, Pa., officiating. The bride was attended by her cousins, Miss Annie Elserode, of Aspinwall, Pa., and Miss Julia Means, of Bruin, Pa.; and the groomsmen were George R. Morrison, cousin of the bride, and Charles A. B. Cooper, brother of the groom. After the ceremony a reception was held, about seventy-five guests being present, a majority of whom were relatives of the couple. Later the bride and groom left on a tour to the Eastern cities. Many handsome and useful presents were bestowed upon the happy couple. They will be "at home" after February 1st at Bro. Cooper's parents' residence in Oakmont.

Bro. Cooper is First Assistant Chief Telegrapher of Division 52 and is a faithful officer and member. He was formerly connected with the A. V. R. R. in this city, but at the present time is with the Postal Telegraph Co. on Fifth avenue, Pittsburg, Pa. We all wish the happy couple a prosperous journey through life.

Bro. Cooper was present at Division 52's meeting on January 21st and responded to congratulations extended him, with a fine box of cigars and also a box of stogies.

I. W. B.

PITTSBURG PERSONALS.

Bro. I. S. Hare, Treasurer of Pittsburg Division No. 52, also division operator for B. & O. R. R., this city, left on Monday, January 23d, for an extended

trip through the South as far as Mexico, having been granted a thirty-day leave of absence. "Ike" is a hard worker and deserves the needed vacation.

Bro. J. E. Dickey, formerly, dispatcher for the Pittsburg, Shenango and Lake Erie R. R. at Shenango, Pa., is now chief operator for the Colorado and Northwestern Railway located at Boulder, Col. We are glad to see Bro. Dickey climb another rung of the ladder and congratulate him.

Bro. Arthur R. Johnston, who was a member of Co. "D" 10th Regt. P. V. I., and wounded in battle at Manila, arrived home Saturday last, having about recovered from his wounds, and says he is glad to be back in civilization once more. One of the first things he did was to remit his dues for the current term. Bro. Johnston says the item in the December TELEGRAPHER of his having lost one ear was slightly incorrect. He did, however, lose about one square inch of skull, but states he will be ready to "pound" brass when the lake trade opens in the Spring.

Long Island Railroad.

Bros. J. Thompson and E. Roe have started together on an extended vacation, and will take in all points of interest in New York and Pennsylvania, before their return.

Bro. Wood, who has been for some time at Chestnut street junction, has returned to his old love at Kensington Junction.

Bro. McAndrews is now working nights at Metropolitan avenue.

"FT" tower at Flatbush avenue is being taken down to make way for the new connection between the L. I. R. R. and the Brooklyn "L." It will be replaced in a short time.

A new tower will be erected at Carleton avenue.

A new machine has been placed in East New York tower, which greatly improves the place.

S. P. Sheppard, towerman at Kensington Junction, has been transferred to Rockaway avenue tower, to make room for Bro. Wood.

Bro. J. Thompson, on his return from his vacation, is expected to take charge of tower at Rockaway Junction.

Those union meetings, held by the four federated orders, on the third Sunday of each month, are a success and the talk of the entire L. I. system. Some very interesting addresses are made, and after the meeting a fine *table de-hote* is waiting the members.

Talk about joining the Order, well! The Secretary is flooded with petitions to join, and has now an assistant. Keep the good work up.

Members are requested to send items for this column to our Division Correspondent, at 1747 Atlantic avenue, Brooklyn.

It is rumored that our worthy brother, F. W. O'Lovesky, will shortly lead to the altar a fair maid of Gotham. How about it, Fred? You know we all smoke.

We understand there is a student at Cutchogue, and one at Southold. Has anyone got a good dog? Ham is cheap enough, don't make any more.

Bro. E. R. Fox made a flying visit to Long Island City on January 13th. He is one of our earnest workers and well liked along the line.

Bro. A. D. Johnson, of Riverhead, after a long seige of the grip, has gone home to Islep for a while, to rest.

Mr. Kasline, after serving his time in the late war, has returned to act as agent at Calveston, Mr. Ketcham going to East Port.

We are pleased to see that E. W. Monell, agent at Southold, received second prize for the best kept station for the year of '98.

I forgot to say that Mr. W. E. Rogers, extra operator, is relieving Bro. Johnson at R. H.

Bro. Arthur Best, of Sag Harbor, is spending a well-earned vacation, with his parents and friends, around Dresden, N. Y.

Bro. F. H. Langhorst, formerly agent at Little Neck, is now selling tickets at 133d street, New York City, Manhattan "L."

Bro. F. Morgerweck agent at Bayside, accompanied by his wife, is spending a vacation at Egg Harbor, N. J.

Bro. Collins, of Division No. 203, was a welcome guest at the ball given by the federation of the L. I. system; also Bro. Marsh of Division No. 118.

Bro. G. W. Morrell, formerly a towerman with this company, but now stationed at Colon, U. S. of Colombia, with the Panama Railroad Company, is spending a few weeks among relatives and friends, on the Island.

Bro. E. O. Taft is still holding down Westbury, and greeting everybody with a smile.

Bro. Jimmie Schwartz runs the business at Farmingdale with credit to himself and the railway company.

Bro. F. A. Dunning, formerly agent at Good Ground, resigned and left for his former home in Dresden, N. Y.

Bro. A. D. Johnson, operator at Riverhead, is on the sick list. We wish you a speedy recovery.

Bro. A. Bowen, agent at Rankankoma, claims to be very busy at present, account of the water being so cold and the pump is apt to freeze.

Bro. E. M. Robinson we find at Manor, attending to the "Shuttle" trains.

Bro. F. T. Kelly is the obliging agent at Central Islip, while Bro. F. L. Rhodes attends to the sister station, Central Park; at Deer Park, Bro. F. Conklin presides.

Bro. R. C. Clapp, transferred to the agency at Hyde Park.

Bro. F. Beale, transferred to the agency at Good Ground.

Bro. F. W. O'Lovesky, appointed relief agent. Bro. O. was with the Manhattan "L" in New York City, but came to the conclusion to re-engage in the service of the company.

Bro. B. C. Prince handles the business at Baldwin, and Bro. G. W. Penny is now located at Huntington.

Bro. C. S. Denelsbeck, transferred to the owl trick at Ozone Park tower.

Bro. J. J. Keating relieved the night operator at Main street, Flushing, for a few nights,

Bro. E. H. Roe, towerman at Dutch Kills, is on his vacation, taking in the principal cities in New York and Pennsylvania.

Correspondents will please use only one side of paper, and oblige,

A. J. ATKINS, DIV. COR.

Atlanta Div. No. 70.

It is gratifying to report that never in the history of the Order in the South has there been such a revival of interest and material growth in the organization as has been the case during the past year. This fact is best illustrated in the remarkable increase of membership in Atlanta Division. We began the year 1898 with ten members in good standing. We closed the year with 118 on the books. The percentage of increase is wonderful. The same remarkable increase has been noted in other Divisions in this section and in the Grand Division.

The following is a statement of the numerical condition of the Division on December 31, 1898.

Members in good standing January 1, 1898.....	10
Admitted by card during the year.....	17
New members initiated.....	83
Withdrew.....	1
Transferred to other Divisions.....	1
Died (Bro. Stanback).....	1
Dropped from the rolls for non-payment of dues.....	16
Members in good standing December 31, 1898.....	91

That the percentage of increase will continue during the present year is evidenced by the fact that six new members have been enrolled since January 1st, which are not taken into account in the above statement. We have upwards of twenty-five petitions for membership on file, waiting to be acted upon, or waiting for the applicants to appear ready for initiation. In view of this showing, we are justified in assuring you that the affairs of the Division are in splendid condition, and that we have every reason to be proud of the record made.

With the affiliation of our sister organizations, the Order of Railway Conductors, the Brotherhood of Locomotive Firemen and the Brotherhood of Railroad Trainmen, which, together with our organization, comprise the Federation of American Railway Employees, we are stronger than ever, and our membership and those who may come within the ranks may feel perfectly secure that the Order is on a firm footing, and that the several brotherhoods are closely allied with us and will be found ready to support our cause and uphold our organization in its determination and purpose of protecting its members and secure for them fair treatment and an impartial hearing at all times.

The following officers will serve you during the present year:

Chief Telegrapher—Charles Daniel.
 Secretary and Treasurer—O. L. Rudisail.
 First Assistant Chief Telegrapher—E. C. McCurdy.
 Second Assistant Chief Telegrapher—R. H. Shields.

Marshal—E. R. Deaton.
 Inside Sentinel—R. E. Harper.
 Outside Sentinel—W. A. Stewart.

Delegates to the May convention at Peoria, Ill.—H. M. Brown, of Cohutta, Ga., and O. L. Rudisail, of Atlanta. Alternates—E. C. McCurdy and H. H. Wiles.

Our members are urged to keep up their assessments on the insurance policies held by each. This department has proven a great success, and the benefits of insurance are more than worth the small cost attached. Your Chief Telegrapher, who

is Chairman of the Grand Executive Committee and also of the Insurance Committee of the Order, has just approved two death claims which puts into the hands of a poor mother and a helpless wife \$1,300 to provide them sustenance and the comforts of home, which they would sadly need and be unable to secure but for the fact that son and husband provided for them by taking out insurance policies and keeping up their dues. These claims are the first to be paid since the department was established, and they are the only claims so far made. The department is a great advantage to members of the Order.

Fraternally yours in S. O. and D.

O. L. RUDISAIL,
Sec'y and Treas.
131 Hill Street,
Atlanta, Ga.

CHARLES DANIEL,
Chief Telegrapher,
65 Cone Street,
Atlanta, Ga.

Ohio Southern Railroad.

In looking through my TELEGRAPHER for January 1899, I find so many good letters from boys on different roads. Some of them describe us boys on the Ohio and Southern to a "T."

I will endeavor to relate what is being done here. Since my last letter eight of the boys have joined the Grand, and now Bro. Davis the organizer is covering our little road of 193 miles. He has traveled from Lima to Springfield and got all the boys but one, he being a student teacher and wants to finish the three he has before he goes in. We will endeavor to keep an eye on him and see if he is as good as his word. Bro. Davis is now covering the Jackson Division and we hope he is meeting with as good success as he did on the north end. He surely is a very influential organizer and merits much praise for his work, as this is a hard road to cover.

I see in a letter from "R. E. Cert. 73," of B. & O. S. W., in the last paragraph, about not admitting other than operators, linemen and levermen in the Order, which I for one say is correct. I do not want another A. R. U., and I believe I would be safe in saying the rest of the boys do not. The Federation answers the purpose all O K and in a better manner than if they all belong to one Order, and there can be no dissatisfaction then on either side.

We hope by the time the February Journal reaches you to have a System Division and be in line with our neighbor roads. By so doing be able to assist one another in case of sickness or death, and also to do away with ham factories.

I will try and give the names of a few of our brothers. In general office we find Bro. R. B. McMillan, who was transferred from the passenger station at Springfield. Bro. Huffman assuming his old duty. Bro. Huffman just returned from the war; says he was down on Isle De Cuba, and reports a very hot time. Bro. Warwick, you will find at East Springfield yard office, he was off for several weeks on account of the grip, but glad to state he is able to return to his duty again. Operator Godwin assuming duty at day time and Operator Blonce of Tremont as night man. Then look a little further you will find Bro. F. G. Hickman at "YK" tower. We understand Bro. Hickman has of late moved

his family to Springfield, which consist of a wife and a left handed nine pound boy, congratulations, brother; we smoke once in a while, can you not send us a box of cigars along by some good conductor that you know will not smoke them all himself? By the way I understand he is a pugilist, keep your eyes peeled, brother, or you might get knocked out. We are glad to note that Bro. Seaton doing night act at "YK" tower is back on duty again after battling with the grip. Operator Keller filled his place. Bro. F. Wissinger assuming duties at "AK" tower. Ask Bro. Gambrit at "SG" how he likes tower work in the winter time. Go a little further down the line and you will find at Washington Court House office, Bro. T. E. Lelland, a very enterprising young man, and at Beavertown a little village down in the black diamond regions, surrounded by hills so high that they make a rasping sound as they scrape the sky as the world goes round, you will find that always smiling face of Bro. Mitchell.

It would be a hard matter to find a better class of boys than we have on the O. S. in every respect. They have a fine man to work for, Mr. B. R. Stephens, and they appreciate his kindness by giving their utmost attention to freight, operators and traffic, and by so doing they are rewarded, as was our Bro. Lelland, as I just learned, who was transferred and promoted from assistant agent at Washington Court House to clerkship in auditor's office, Operator McElroy assuming duties of Bro. Lelland and Operator Rudasill assuming duties of Operator McElroy.

I had better cut out now, and give some other brother a little space. CERT. 2519.

Newark Div. No. 118.

The officers that will have charge of the Division for the ensuing year are as follows:

Past Chief Telegrapher—W. W. Simpson.

Chief Telegrapher—A. K. Gerry.

First Assistant Chief Telegrapher—Angus Allen.

Second Assistant Chief Telegrapher—M. H. Shafer.

Secretary and Treasurer—H. P. Sebring.

Marshal—R. A. Bolger.

Inside Sentinel—Harry Gorrel.

Outside Sentinel—C. T. Roane.

Assistant Secretary—Thos. Fox.

Delegates—W. W. Simpson, H. P. Sebring, Angus Allen.

Alternates—C. T. Roane, Thos. Fox, R. A. Bolger.

Executive Committee—Angus Allen, J. G. Brokaw, W. W. Simpson.

Board of Adjustment—A. K. Gerry, Thos. Fox, Angus Allen.

Receiver—M. H. Shafer.

Representative on Legislative Board—W. W. Simpson.

The Executive Committee held their meeting at the home of Bro. Simpson at Long Branch and found the books in good shape, and the finances are in a very healthy condition having nearly a hundred dollars on hand, notwithstanding the fact that we have paid out over \$200 during the past year for sick benefits. At the meeting of the State Legislative Board of Railroad Employees, of

the State of New Jersey held in Trenton on Tuesday and Wednesday, January 24th and 25th, our representative was elected Treasurer of that body, and as we are the only Division of O. R. T. and have but one representative on the Board we feel highly honored to think that we are given such an important office. The Board discussed several matters of importance and drafted a bill to be introduced in the House of Assembly at an early date, referring to the crewing of trains, and also to the age and experience of operators before being allowed to handle orders or messages pertaining to the handling of trains in the state.

Our brothers seem to be waking up to the fact that it is individual effort that makes a success of any Order, and the applications are coming in on the Secretary and Treasurer in bundles, but he informs me that he has plenty of time to attend to them and the faster they come the better he is suited, so let them come boys, and don't forget that the easiest way for any Order to double its membership is for each member to send one application and there is hardly a member of our Division that could not do this were they so minded. Think this over and see if there is not some "non" in your near vicinity that you might do some missionary work with, and don't be discouraged if he says, "I guess not today," but keep hammering away at him and you will surely succeed. If each member of our Division would make an effort of this kind, and also make an effort to attend the meetings and see what is going on it would be but a short time before we would have to move down one flight to the assembly rooms, for the reason that our lodge room would not hold all the members that would be in attendance.

All of our officers are good loyal members and are doing their utmost to keep the interest up, but they cannot be expected to do it all, they must have the undivided support of all the members, and nothing is more encouraging to the officers than to go in the division room on a meeting night and be greeted by a large number of the brothers. Now brothers think this over, more especially those of you that live in close proximity to Elizabeth, and put the dates down in your hat so that you will always have them with you. We meet in the lodge room of the Star theatre on the second Saturday and fourth Thursday evenings at 8:30 p. m.

Our Secretary and Treasurer is no longer "A Commuter" between Elizabeth and Perth Amboy, he having received the appointment of ticket agent at Elizabeth for the C. R. R. of N. J., and his home address is 961 Lafayette street, Elizabeth, N. J.

Hoping that all the brothers will give these matters their serious consideration and that we will have more members out at our next meeting than in the past.

OCCASIONAL.

Bro. W. S. Smith, who has been day operator at Somerville, N. J., for several years past, died at his home in that place on December 17th, last. Bro. Smith was one of our most loyal members and took an active interest in the Order in his vicinity. In his death the Division lost a valued member, the railroad a trusted employe, and all that knew him, a friend. He had been married but five months. The funeral was held at Somerville on December

20th, and was largely attended, all the brothers that could so arrange it, attending, so that our Division was well represented; one of the neatest floral pieces bore our card. At the next following meeting the Chair appointed Bros. Simpson, Gerry and Allen, a committee of three to draft a set of resolutions.

IN MEMORIAM.

WHEREAS, It has pleased the Almighty God, in His infinite wisdom, to take from us, Bro. W. S. Smith, of Somerville, N. J., on December 17, 1898, and

WHEREAS, By his death this Organization has lost one of its most worthy members; therefore, be it

Resolved, That the wisdom and ability which he has exercised in the aid of our Organization by service, contribution, and counsel, will be held in grateful remembrance; and

Resolved, That the members of Newark Division No. 118, Order of Railroad Telegraphers, extend to Bro. Smith's family their heartfelt sympathy in their bereavement; and, further

Resolved, That a copy of these resolutions be spread upon the records of this Organization, a copy printed in the local papers at Somerville, N. J., and in our official organ, THE RAILROAD TELEGRAPHER, and a copy forwarded to the bereaved family.

W. W. SIMPSON,
A. K. GERRY,
ANGUS ALLEN,
Committee.

Pikes Peak Div. No. 49.

NOTICE OF ASSESSMENT.

DENVER, Colo., Dec. 30, 1898.

For the purpose of defraying the expenses of our General Committee, all members of the Order of Railroad Telegraphers, now employed upon the D. & R. G. R. R., are assessed five (\$5) dollars each as provided for in section 123 of Statutes.

Remit this at once to the Western National Bank, Pueblo, Colo., for credit of D. & R. G. Protective Fund.

Approved:
W. V. POWELL,
Grand Chief.

L. A. TANQUARY,
H. H. ADERHOLD,
R. P. RUBIN,
Committee.

Boston Div. No. 34.

We think our Division is destined to be one of the most prosperous divisions of the Order, by the way they are coming in; we are holding our two regular meetings each month, and have had an attendance that has crowded the capacity of the hall.

At our last meeting we initiated thirteen new members, the meeting before we put ten through, and the one before that we had eight, we also had applications from about forty that have not shown up for initiation, and the good work is still going on.

It is very pleasant to note that men quite advanced in years and who have spent nearly a lifetime in the railroad service, are uniting with us, which we look upon as a favorable sign, as it seems that they are placing more confidence in our Order, than they evidently had before.

At our last meeting our new by-laws were accepted, one of which is our sick benefit for our members. When members are sick more than one week they will receive five dollars per week, the cost of which will be twenty-five cents per month, until the amount of \$260.00 is in the treasury, when assessments will cease until it drops to \$200.00 when they will again be made. We think this will be a great benefit to us in time of need and we can spare the amount of the assessments without noticing it very much.

Our new officers will be installed at the first meeting in January, which comes on the first of the month, we would like to have as many present as possible.

We are sorry to see a man at Campello, Mass., running a telegraph school; it would seem as though he ought to be able to earn enough to live on, or get along as well as ourselves, on what the railroad company pays us without having to teach our business to every person, that has got the money to pay for it. CERT. 2884.

M., K. & T. System, Div. N. 22.

From Missouri:

Bro. Hodgson is with us again, after a thirty days' rest. He will go to work at his old position as agent at Holstein, which will put Bro. Steele back to nights at Marthasville.

An organizer was over the St. Louis Division last week, initiating the only man that was out in the cold, making St. Louis Division solid to a man. We have a few good workers now on the Hannibal Division, and their labor is now showing good results. Hope to see that division in the same condition that the St. Louis is soon.

Mr. W. T. Maddex, the genial chief at Franklin Junction, was away for a few days during the middle of January. Dispatcher Dunn filled the chief's chair very creditably during his absence.

Mr. Brown, operator at Sedalia "X" office, is on the sick list. Hope to see you well and with us again soon. "BN."

Bro. E. B. Robison, agent at Mokane, attended a grand ball at Dutzow, his old home, on the night of the 28th ult. Think the principal attraction for him was a young lady from Washington.

Bro. L. D. McCoy is doing some splendid work with his new mimeograph.

Bro. H. S. Beck can again be heard working in St. Louis "DO" office, after an extended vacation, which was spent visiting friends and relatives back East, and in the West. CERT. 80.

Second District:—

Bro. E. E. Delaplain is working extra at Beagle for a few weeks, while Bro. Chas DeBus is taking a vacation.

Bro. L. W. Delaplain relieved Sister A. M. McLane, as agent at Goodrich the first of the month. Sister McLane is right in taking a vacation during the bad weather, as it's just the time for visiting.

Bro. C. R. Teas is now holding down Bayard Station regular. Bro. L. A. Long going to Moran to work nights.

Steel has been unloaded for a new 1,800-foot side track at Kincaid.

We are sorry to see some of our good brothers "on the hog" on account of reduction in force, and still the "ham factories" flourish. Mc.

From Texas:—

Business on the "Katy" in Texas is still very fair, but a great many reductions are being made in the number of telegraphers, and in clerical forces employed. Also a great many trainmen have been cut off.

I want to agree with the brother signing "Traveler," in the December TELEGRAPHER. I think the railroad telegraphers, the linemen and levermen will suffice for subjects eligible for membership in the Order. We can accomplish all that we need, when we make up our minds to work together and each one do his duty. If that time ever comes, no power on earth will ever trouble us. Until that time, why should we take in other classes of labor and try to protect them, that know nothing at all about our troubles? If it's a large membership they want there is yet plenty of material in the field of railroad telegraphers to work on.

To the brother from the Buckeye State: You have whispered to us a parable. Talk on, talk on. Ninety-nine per cent. of the railroad telegraphers is all we want. Can you imagine what a backing we would have with the ninety-nine per cent? There would be no more eighteen-hour days of labor for us; no more thirty-five-dollar salaries; no more discrimination; no more clerical work. We would say to these, depart—our profession is telegraphing. CERT. 141.

New York Div. No. 44.

The first meeting of the new year was held at 97 Borden Ave., Long Island City, on Friday evening, January 13th, with twenty-four members present; seven applications were received and three new members were initiated. The Secretary reports the Division entirely out of debt, members paying their dues promptly, and applications for membership coming in by leaps and bounds, all of which point to the year 1899 being the most prosperous one in our history.

A new organizer will be started to work in our territory during the month of February, it is the duty of every member to assist him in every possible way to secure new recruits.

The installation of our new officers, who were elected at the first meeting in December, took place at 10:30 p. m., after which speech making was in order, which was very interesting, especially those of our new Chief P. H. Enright, Ex-Chief W. O. Jackson and Secretary and Treasurer J. F. Hinterleiter. The star speaker of the evening was Bro. Dick Enright, of Buffalo Division No. 8, whose instructive and interesting address brought forth loud and prolonged applause. The Division gave Bro. Jackson, our retiring Chief, a vote of thanks for his long and faithful services, covering a period of nearly four years, during which time we have steadily grown, until now we are one of the largest Divisions in the East. Let us endeavor to be the largest before another year rolls by.

Chief P. H. Enright appointed the following standing committees: Auditing, A. J. Atkins, W. O.

Jackson and T. R. Higgins; Finance, W. O. Jackson, Geo. W. Hilley and T. R. Higgins. At 11:30 p. m. the meeting closed.

The second meeting for the month of January was held on Sunday morning the 22d inst., and was called to order by First Assistant Chief Telegrapher T. R. Higgins, two new members were elected and one application referred to the investigation committee, several communications were read, a bill for three month's hall rent was ordered paid and the Secretary and Treasurer authorized to order printing and stationery.

The auditing committee met at the office of the Secretary and Treasurer, on January 23d and made a thorough examination of his accounts and found every thing in a business-like condition; the annual report to the Grand Division was checked and mailed to Peoria.

The attention of members of this Division is called to the fact that the committee of Federation meets on the third Sunday of each month at two p. m., at 97 Borden Ave. You are cordially invited to attend these meetings.

Members desiring application blanks, literature etc., for new applications will be furnished free by applying to the Secretary and Treasurer, Bro. J. F. Hinterleiter, Box 257, Corona, N. Y. The initiation fee is three dollars and a half, six month's dues three dollars and a half, a total of seven dollars. Prizes will be give those who secure the largest number of new members from January 1 to June 30, 1899. See what you can do.

The following is a schedule of meetings: February 10th and 26th, March 10th and 26th, April 14th and 23d, May 12th and 26th, at 97 Borden Ave., Long Island City. It is your duty to attend at least one meeting each month and you should make every possible effort to do so.

A. J. ATKINS, Div. Cor.,
1747 Atlantic Ave.,
Brooklyn, N. Y.

A Standard Minimum.

There seem to be a great many of the operators throughout the country who are always asking: "What good has the O. R. T. done for the operators?" and if I am not out of order, I would like to speak a few words about this subject.

Before the O. R. T. secured any schedules the minimum rate of wages paid operators was \$40, \$37.50, \$35 and \$32, and some less than that. In 1891 the minimum on the Erie was \$37.50, while now it is \$45, which means an increase of \$7.50 per month for most of the night offices, and in some instances an increase of \$15 per month. The West Pennsylvania branch of the P. R. R. paid a minimum of \$32, and in 1890 raised it to \$40. While in 1890 a minimum of \$45 was the exception. Now in 1899 it is in force on nearly every large road in the country. We were obliged to work, and work hard, to raise the minimum from \$35 and \$40 to \$45, but we did it, and by making the same effort we can raise the minimum from \$45 to \$50, \$55 and \$60.

We do not have to drop out of the Order after we secure a schedule and say our work is done; on the contrary, we should secure new members and say our work is just beginning. Let us all dig in and

see if we cannot have a \$50 minimum on a majority of the roads in 1900, and keep on raising our minimum until we get as much money as the other branches of the Transportation Department. Our Order is doing good work for us and should have the support and assistance of every operator. The more help we have, the easier we can get what we go after. Let us try to get a \$50 minimum in our next schedule; we are not asking too much and earn more than we get every time. Let our watchword for 1899 be "a \$50 minimum." What do you say, brothers? In S. O. and D., CERT. 1.

Chesapeake and Ohio Railway.

Following is the count of votes cast for delegates to the next convention. Two are to be from Sewell, W. Va., or East, and two to be from west of Sewell, W. Va., from C. & O. System Division, No. 40. Sewell, and East, as follows, with names and votes for each:

J. F. Briant, Talcott, W. Va., 49; C. S. Turner, Knolls, Va., 36; E. L. Bock, Sewell, W. Va., 33; C. D. Flannagan, Manleo, Va., 1; H. M. Davis, Fort Spring, Va., 2; R. M. Foster, Elk Hill, Va., 23; L. E. Hicks, Buffalo Gap, Va., 19; E. L. Stratton, Glasgow, Va., 28; E. A. West, White Sulphur, 2.

The following is the vote, with names, for the two west of Sewell:

W. D. Hiser, Russell, Ky., 16; H. T. Manlove, Covington, Ky. 12; G. P. Grogan, Kellogg, W. Va., 44; A. A. Adkins, Ashland, Ky. 41; C. R. Pettus, Olive Hill, Ky., 11; Wyatt Morris, Charleston, W. Va., 9.

Yours in S. O. and D.,
H. S. BITTINGER.

Boston and Maine.

Southern Division:—

Many of us have been waiting for some scribe to come forward with a few items from the "Southern."

Changes among us are few and far between, and the boys are to be complimented on their stick-to-it-iveness.

Bro. Fortier has done good work on this System, and we alone are to blame if we suffer a return of the deadly lethargy of the past.

It is to be hoped that we all are fully alive to the question of the hour, and are prepared to meet the same.

The crusade against the O. R. T. by the railway officials is already on, but it comes too late.

Hold fast to the Order, brothers, and don't be toadied or frightened into withdrawing, with the mistaken idea that matters will right themselves.

Keep up your interest in the local lodge work, attending each meeting when possible, pay your dues promptly and cheerfully, and look after the "nons."

Should the officials undertake to estimate our strength, declare your positions like men, and they will find that we are about ninety-five per cent. on this Division.

The arbitration laws protect us from persecution in making this stand. We make no unreasonable demands.

We simply ask for living wages — wages which will enable us to decently feed and clothe our families and give to our children the education so necessary to them in this enlightened day. Even then the rainy day must be left to care for itself in many instances.

We ask for such hours of labor as will permit of the performance of those social duties which are a necessity, even of the humblest home.

We ask to be recognized and treated as men, not as beasts of burden.

This covers the whole ground. It is a question of humanity. Do we ask too much?

However, it goes without saying, that very few corporations ever did, or ever will, meet the question on the ground of humanity, and so we are obliged to look for relief in some other way.

It would seem as though the services of the man who spends years in acquiring proficiency in his profession were as valuable as those of the man who sweeps our street crossings.

Apparently there is no premium attached to intelligence, and no distinction made between the purely mechanical and that which assumes responsibility of the highest order.

The Eastern and Western Divisions are well advanced by the Organizer, even in the face of opposition. Give him your hearty co-operation, brothers, for his is a rocky road at best.

Let us have something from each Division of the B. & M. in THE TELEGRAPHER each month. It will have a tendency to create interest in our Order.

At the last meeting of Division No. 34, the forced resignation of our worthy Bro. Sawler, as Secretary, was presented and accepted. Bro. Sawler was given a rising vote of thanks in appreciation of his past services.

CERT. 90.

Ohio River Railroad.

I have read THE TELEGRAPHER regularly for a year, and, finding so many beautiful pen pictures of what the O. R. T. has done, is doing, and can and will do if the telegraphers will co-operate by uniting and asking, I want to say a few words in its behalf.

One cannot help noticing (if he reads and observes), that on all lines where the O. R. T. thrives, operators are not only paid living wages with a surplus, but they have more privileges, and are treated with more respect by their superiors.

For my life, I cannot see why so many telegraphers are satisfied to work from twelve to seventeen hours per day, and 36½ days per year, at salaries ranging from twenty-five to thirty-five dollars per month of thirty-one days, with no extra pay for Sunday, nor overtime, even if required to work twenty or twenty-four hours for a day during a busy season.

Such is our lot at the present status. Can we not see that the O. R. T. is our friend, and will help us to a firmer footing if we will do our part? Why should we work, year after year, many of us doing all the station work, handling freight, baggage, tickets, mail and Western Union work, all for an amount just equal to our month's debits, if we are very saving, and have no luxuries.

In case we have all the station work to do, we are

obliged to give bond; and, by the way, the premium on this same bond is deducted from our salary once a year.

Why, my brother telegraphers, do you realize that the section man, who handles the shovel and pick, receives more money for an hour's work than many of us?

If you have not money enough to join the O. R. T., borrow ten dollars from some friend for six months, and come under the protecting arm of the O. R. T., do your full duty to your profession, and I will guarantee that when the ten dollars becomes due you will be prepared to meet it fully, and have more money with which to provide for your wife and baby than you ever had during the same time.

There is not another profession, or trade, but that a person can get a Sunday when he wishes it, save the telegrapher out of the O. R. T. Too much cannot be said against Sunday labor, and how joyously would we receive the announcement that every fourth Sunday is ours.

The writer has not attended a day service of Divine worship for three years, on account of Sunday trains. Wake up, telegraphers out of the O. R. T., to a realization of the abused profession, and help us raise the standard.

"In unity there is strength." When we unite the profession will be honored.

Yours in S. O. and D.,

CERT. 137.

Beech Creek Railroad.

Business at present on the Beech Creek is booming, all hands working full time. There are a few of the boys endeavoring to better the condition of the telegraphers on this line, but owing to lack of proper support their efforts, so far, have not been successful. We trust this will open the eyes of some of our non-members, especially those that have from two to three students. The professors keep our line well supplied with inexperienced operators. We hope these gentlemen will soon have enough of this student business, and turn over a new leaf and come into the fold.

We also discover that some of our operators, after having been promoted to dispatcher, have dropped out; we also hope that these men will discover their mistake in the near future.

Again we call the attention of non-members to the long hours and Sunday work, especially where there are agents and no night operators. We see no reason why we should not have pay for overtime as well as other roads; of course we cannot expect anything different until we become more thoroughly organized, which we hope, the non-members will soon be convinced that the company will not do anything to better our condition, and the only thing to be done is join hands and help ourselves as intelligent knights of the key.

The Engineers, Conductors, Firemen and Trainmen, all stand solid and will lend a helping hand at any time needed, and we see no reason why we should fail. Trusting we may hear from some other brothers, who may throw some light on the subject, will cut out.

HANDSOME HARRY AND MASCOT.

San Francisco, Cal., Div. No. 170.

Division No. 170 meets the last Saturday in each month at No. 20 Eddy street. Our meeting held on January 28th was called to order by our Chief at 8:45 p. m, with a quorum present. Roll call of officers, absentees noted and places filled by appointment, pro tem. Minutes of previous meeting read and approved, after which the Chief called the First Assistant to the Chair, and in his capacity as Past Chief proceeded to install officers-elect for the coming year. All officers-elect were present except the Second Assistant Chief.

With our new Chief, Bro. Abbott, in the Chair, the regular order of business was taken up. The Committee on System Division reported progress. Six applications for membership were referred to a Committee, who reported favorably, and upon ballot the candidates were elected to membership. Our Organizer, who has been laid up with la grippe for several weeks, has just taken the road and reports two new members initiated by him. A long list of correspondence was read and ordered filed, being the largest list of communications ever handled by the present Secretary in his four years' experience.

Charges of violating obligation by working on the C. P. R. during strike were preferred against a member and the Chief set trial for last Saturday in March.

An article in a daily paper was read, relative to a bill presented by State Senator Taylor, regulating the hours of labor and rates of compensation for conductors, engineers, firemen and trainmen, but saying nothing of that most essential and least regarded branch of the service, the telegrapher. The Secretary was instructed to communicate with the author of the bill, urging that he amend it in so much as to include the telegraphers on equal terms with the other employes named.

Under dispensation from the Grand Chief, the election of members of Boards of Adjustment was taken up. The Chief appointed as a returning board, Bros. Dutton, DeSeda and Meyer. A recess was declared while the board canvassed the ballots. Upon completion of the canvass, the meeting was called to order and the following named brothers declared elected, to serve until their successors are qualified:

Lines in Oregon, George Estes, Chairman; G. P. Jester and E. B. Pengra.

Sacramento Division, S. F. Warren, Chairman; J. J. Flaherty and L. J. Ott.

Western Division, F. A. Hemphill, Chairman; A. W. Dutton and S. F. Ellison.

Coast Division, H. W. Craig, Chairman; E. L. Ford and B. A. Meyer.

Salt Lake Division, E. F. Wolever, Chairman; J. E. Murray and J. A. Langwith.

Tucson Division, Clay Porter, Chairman; F. M. Rahm and J. Moores.

Los Angeles Division, W. S. Brasher, Chairman. Others to be elected later.

San Joaquin Division, C. L. Bancroft, Chairman. Others to be elected later.

These men are our most active members, and the representative men of our Order. On them will depend the status of the Organization, in a very large measure, in their territory. The Chairmen of

these Local Boards will be furnished a list of membership, and at periods, with a list of those who have not paid dues, and they should endeavor to have delinquent members pay up and non-members unite.

If the individual members on other portions of the System display the same amount of enthusiasm as those on lines in Oregon and on the Coast Division we would have the largest membership of any of the Brotherhoods on the System. Each one of you *must* assist. Write your non-member neighbor to join us at this time. We have the support of the National Federation, and must have that of the fraternity. There is no good excuse for men holding back at this time. If your neighbor is short of cash, loan him the necessary amount, but at any rate, get him. With a good, strong Organization our standing in the Federation will be advanced. With the assured support of the Federation, System Division in prospect, and most likely the Chairmanship of the Federated Board, there is no good reason for anyone's holding back.

As I said before, the members of our Local Boards are representative men, and the Chairmen of these Boards, who constitute the General Board, are especially representative, and there is already talk of making one of them Chairman of the Federated Board, should our General Board elect him as General Chairman, which I trust they will do, as this will give us an exceptionally strong position.

Those who have not yet paid dues for current term should attend to the matter at once. The Secretary is sending the largest weekly report to Peoria this week it has ever been his pleasure to forward. The sum total represents dues for thirty-six members, or ninety-seven dollars, remitted to Grand Secretary, for one week's business.

If those who wish an interesting time once a month will attend our meetings after new officers get in trim, we will assure them all they desire.

Yours in S. O. and D.,

CERT. 257.

'Frisco Line, Div. 32.

The following officers were elected for the 'Frisco Line, on December 15, 1898:

General Chairman — A. R. Van Geisan, Lebanon, Mo.

Delegates to Convention — C. W. Baynham, Mound Valley, Kan., and L. Stevens, Valley Park, Mo.

LOCAL BOARDS OF ADJUSTMENT.

St. Louis Division — J. R. Dishman, Chairman, Spring Park, Mo.

Texas Division — W. A. Bashe, Chairman, Exeter, Mo.

Kansas Division — C. W. Baynham, Chairman, Mound Valley, Kan.

No Alternates were elected. Both Delegates would be glad to hear from any member in Division No. 32 who has any suggestion to make in regard to revising the Constitution and By-Laws, or good of the Order.

Lack of knowledge prevents giving the names of the Local Protective Boards, other than Chairman.

Yours in S. O. and D.,

CERT. 49.

Providence Div., No. 256.

The regular meeting of this Division on January 7th, was opened in due form by First Assistant A. L. Conant, with thirty-nine members present.

The minutes of the meeting of December 3d, were read and approved.

There was no day meeting of December 15th.

The Secretary's report, as per Section 9 of the Statutes, was read and accepted.

This being the meeting for installing officers, Bro. Enright, Past Chief of Buffalo Division No. 8, and Bro. D. W. Dean, were appointed as installing officers, who served in that capacity with grace.

Bros. J. R. Fox and R. P. Neil, were elected Second and Third Delegates, and A. A. Hebert, Sister P. W. Nickerson and Sister L. F. Bonner, were elected as Alternates.

F. H. Orr, A. A. Hebert and T. F. Fox were elected Trustees to serve one, two and three years, in the order of their election.

Members were elected for all the local boards in our jurisdiction, consisting of twenty-one names, all of whom, we believe, are well able to take care of their part of the work, evidence of which we hope soon to see.

The day meeting on January 17th, was called to order at 10:30 a. m., by Bro. O. T. Toadvine. After filling the several offices, every seat in the audience was found vacant. You may guess the number present. No business of importance was transacted. Shall the day meeting continue or not? So far it cannot be called a success.

Now that the conductors are so particular about collecting either a pass, ticket or cash fare, the members who might otherwise attend will be more apt to remain home. It is known that several of our regular attendants had to settle on their way home from the last night meeting. Among the number was your humble servant, who paid eighteen cents for a five mile ride. "How long, Oh, how long?"

We are pleased to know of the promotion of Bro. H. Maxfield to day trick at Wood River Junction tower.

Quite a number of changes have been made on the Stonington Division of late. The names and location of those affected will appear in our next report.

The new 128 lever tower has made its appearance at Brayton avenue, where signals and switches controlling trains to and from the new terminal in Providence are to be operated. Aspirants for eight hour tricks are on the watch for its completion.

Yours in S. O. and D.,

DIV. COR.

Taunton Division:—

This Division is in fairly good shape, but there are some desirable men who still refuse to unite with us, although they fail to advance any good reason for so doing. However, we are about forty per cent. O. R. T. now, and gaining steadily.

A number of our boys attended the meeting of Providence Division, No. 256, on January 7th, and had the pleasure of meeting Bro. Enright, of New York, who is now connected with the police department of that city.

Bro. Flood, of East Taunton, has been subbing at Middleboro Junction during the sickness of Opr. Hudson.

We are pleased to report the recovery of Agent Hopkins, of Easton, who has had a tussle with the "grippe."

Bro. Trainor will represent Boston Division, No. 34, at the Convention, and will probably take a full report of the proceedings on his new "Blick."

Bro. Barney, of Dighton, is frequently seen at Berkly. We wonder why?

The whist championship is claimed by Bro. Beaton, agent at Somerset Junction, our O. R. T. stronghold.

Bro. Burnham, formerly day operator at Middleboro, has secured a well deserved promotion. He is now located in the new Boston terminal station.

CERT. 72.

Central of Georgia Railway.

The changes have been so numerous that it will be impossible not to overlook some of them, however, I will mention a few:

Bro. O. N. Due, promoted from night clerk to chief clerk to general yard master. Atlanta.

Bro. T. C. Barger, promoted from day operator to night clerk, Atlanta yard.

Bro. J. J. Gatewood, promoted from West End block to day operator, Atlanta yard.

Bro. W. G. Southall, transferred from Macon Junction to West End block.

Bro. E. H. Fell, made clerk to Agent McPherson.

Bro. T. L. Jennings, promoted from nights, Bolingbroke, to nights at East Point.

Mr. G. W. Pierce, appointed agent at Lovejoy.

Mr. F. C. Sears, night operator at Barnesville.

Mr. W. S. Snow, night operator at Bolingbroke.

Bro. Bailey Snyder, day operator, and Mr. Holly night operator, at "Camp Haskell," Macon.

Bro. J. J. Montgomery and Bro. E. E. Buckner, located in the general offices, Macon.

Mr. W. H. Quinn, night operator at Fort Valley.

Bro. A. H. Milner and Mr. J. W. Woolfolk, on the extra list, Third Division.

Bro. A. W. Waller, clerk to Agent Wadley.

Bro. R. W. Riser, located at Bartow.

S. B. Love, on Savannah block.

Bro. Marvin Batchelor, operator at agent's office, Savannah.

Mr. Cheney, operator at Athens.

Bro. E. S. Ford, agent at Columbia, Ala.

Among those leaving, Bro. L. H. Joyner, from the general office at Macon, to A. & W. P. Ry., Atlanta.

Bro. E. F. Schaub, from Macon Junction to G. S. & F. Ry., Macon.

PERSONAL MENTION.

DIED.—On January 1st, Mrs. K. D. Lake, wife of the operator in the general office of the Central of Georgia Railway, at Macon. Consumption.

DIED.—On January 9th, Mr. K. D. Lake, operator at the general office of the Central of Georgia Railway, at Macon, Ga. Pneumonia.

DIED.—On January 8th, Mr. George M. Combs, operator on the Chattanooga, Rome and Southern Railway, at Chattanooga, Tenn. Pneumonia.

DIED.—On January 8th, Mr. Ernest Lower, operator on the Southern Railway, at Griffin, Ga. Pneumonia.

MARRIED.—On December 31st, Mr. W. O. Harris, dispatcher on the Central of Georgia Railway, of Macon, Ga., to Miss Bessie Chipley, of South Carolina.

Concord, N. H., Div. No. 43.

Our Division has closed the year of 1898 with a very creditable showing, but we will now use our best endeavors to discount the showing during the present year.

Bro. O'Heron, "O," at Concord dispatcher's, has resigned to accept a position in Tower "C," Boston. Bro. Mitchell, "CA," of the same office, has accepted a position in the new Southern Station in Boston.

Bro. Stanley, of Concord yard office, has been transferred to the southern division and has entered the train service.

Bro. Labonta, of Penacook, takes one of the night tricks at "XN;" Bro. Perkins takes Penacook.

Mr. C. E. Watkins, "CS," of West Lebanon, has resumed work after a long spell of sickness, and Bro. Clifford returns to West Andover.

Bro. Walker, of Enfield, is once more confined to the house. Bro. Walker is having a long siege of it and has the sympathy of all the boys.

There are only three men now on the Concord division that we have not got that we must have. Everybody knows who they are, so get at them.

Concord Division can congratulate itself upon having furnished a Chairman to the General Committee, a man whom the Order has reason to be proud of, who will do justice to the Order and the corporation he works for. We must also congratulate the Committee upon its choice of General Secretary and Treasurer. Bros. Drown and Brooks will make a winning team.

Bro. Carter, of Lebanon, has been off for a few nights on account of sickness. For want of help the office was closed during his absence.

It is very encouraging to see the attendance at our meetings, but there are some yet who have made themselves very conspicuous by their absence. It is the duty of every member to attend, it is only once a month, the third Saturday, so there can be no excuse.

I failed to receive any notes from the mountain division this month. Even the editor of the "Headlight" either got out of ink or forgot us. Now you fellows, wake up, and let us hear from you before our next issue.

DIV. COR.

From the O. R. & N.

I would like to make a few remarks about a railroad in the far West which shows up very well when not covered up with snow. I have been reading THE TELEGRAPHER very regularly for a long time past and as yet have failed to see anything from the pen of an employee of this company. There are quite a number of Order men on this line and a few non-members. The wages paid run from fifty-five to ninety-five dollars per month, fifty-five being the minimum, and it is only the owls that get that.

Not long since the boys had a grievance to adjust and the result was that salaries were raised all along the line, but not near what they ought to have been. The committee took what was offered them as a starter, got recognition, and the trail has been blazed that will lead us all up to better conditions. It takes much patience, and quiet, persistent endeavor to put the salaries on a just and equitable basis after many years of neglect on the part

of the men who ought to have known better. Let us resolve to be more manly and independent in the future and not quietly submit to all kinds of impositions as we have done in the past. The non-members should come to the support of their more aggressive brothers so that every telegrapher on the system would be represented when the committee goes to the front again.

The stock excuses of the nons are simply wearisome. There is no other way on earth that salaries can be raised except by committees; then why will they persist in refusing to lend their support and continue to delay the good time that is bound to come sooner or later? If they do not get into line we shall soon lose what advantage we have won, and the stupid blundering of the past will be repeated.

Now let us hear from some of the members; throw your feet out, and send your TELEGRAPHER to the nons. When you see one tell him about the benefits to be gained by thorough organization.

Yours in S. O. and D., CERT. 301.

Macon Div., No. 114.

The boys on this section seem to have forgotten "where they are at" recently. However, we still have a live Division, and expect our three delegates to demonstrate the fact at the Convention.

We are not on the "boom," but are gradually building up a substantial Division, composed of the very best material in our section, and the fifty-four initiations during the past year is an indication of what we expect to do during the present year.

We have had several sad deaths recently, but by far the saddest were those of Bro. K. D. Lake, our Marshal, and his wife, leaving four small children to the tender mercy of this world of strife.

Mrs. Lake died in Macon, of consumption, on January 1st, and Bro. Lake accompanied her remains to their former home, in South Carolina, where he was taken down with pneumonia, and died on January 9th.

Congratulations are in order to our worthy Past Chief, Bro. W. O. Harris. He could not stand to see her go home when her visit to the city had expired.

Our Second Assistant Chief, Bro. L. H. Joyner, is now in the general office of the A. & W. P. Ry., at Atlanta, but says that he will stick to his "old love," and represent us at the Convention in May.

Bro. J. J. Carr, formerly clerk to the trainmaster of the Georgia Southern and Florida Railway, has retired from the service, and is now court stenographer on the "Northeastern Circuit." He is succeeded by Bro. E. F. Schaub.

We are glad to see the Georgia Southern and Florida and Southern boys actively at work for the advancement of the Order. Now if the boys on the first and third divisions of the Central will "wake up," we will soon have the "banner" division of the South.

Mr. R. A. Broyles, trainmaster of the second division, has been transferred. His successor is Mr. C. L. Bruner, formerly of Savannah division.

Bro. Cain, second trick dispatcher of the second division, has been ill for a few days. Relieved by Bro. Garrison.

CERT. 1.

Erie System Div. No. 42.

Delaware Division:—

Operators on the Delaware Division, are you discouraged? Have you labored faithfully many years with the fond hope in your breast that some fine day your faithfulness would be officially noticed and rewarded by promotion? Have these bright visions vanished as often as they have appeared, and some favorite advanced over your head? Me-thinks you have seen these things, and that it stung you to the heart.

Who is responsible for this state of affairs? Is it the superintendent or the chief dispatcher? I think not.

As long as operators are content to be as "dumb, driven cattle," and take no pains to protect themselves, so long will these things continue.

No, I say, they have no one to blame but themselves. They are not ignorant of the existence of that friend in need, the Order of Railroad Telegraphers, that stands ready to ease their burdens and make their cause its own.

On the contrary, they are well informed as to its teachings and laws. I dare say there are not a half dozen operators employed on this division who are not in sympathy with the Order, but friend's sympathy is not all that is needed. We need your earnest, active support, and you know you are badly in need of the aid the O. R. T. is so willing to extend. Then why not cast your lot with us, and strive, at least, to have our rights recognized. Don't wait for your neighbor to join, but lead the procession and thereby set a good example.

Our aged chief dispatcher, J. H. Glasier, passed quietly away at his home in Port Jervis, Sunday, January 8th, after an illness of a few days. He had been in the employ of this company for about thirty years, and was respected by all.

First trick dispatcher, E. E. Tingley, has been promoted to fill the vacancy caused by the death of Mr. Glasier, and E. D. Manion has become a full fledged dispatcher.

Operator J. McGowan has been promoted from coal pockets to the dispatcher's office.

Operator J. D. VanAkin, of Lackawaxen, has also been promoted(?), and now has charge of the gasoline pumping engine at that station during the day. It is needless to state that his salary has not been raised.

Buffalo Division:—

Bro. C. J. Hyde, recently from the N. Y., N. H. & H., has secured a position with the L. S. & M. S., with headquarters at Buffalo.

Bro. W. C. Anderson, agent at Silver Lake Junction, has been taking a short vacation. R. N. Willey filled the position during his absence. Mr. Willey is regular man at Bliss, nights.

L. P. O'Brien, heretofore an extra list man, has secured Castile, nights, permanent, and Mr. Hawkins has gone to Warsaw, nights.

Bro. M. F. Metcalf, of Buffalo Division No. 8, made us a pleasant call and reported that the O. R. T. is flourishing on the Rochester Division. Many old-time telegraphers are awakening from a dream and are coming to the front, heart and soul.

Bro. Shank, of Warsaw, has resigned as day man at Warsaw, and Operator Chace takes the respon-

sibility in that capacity, Bro. Shank having gone into other business.

Wm. Krouss, of Portage, is relieving G. C. Waite at Rock Glen. Think Mr. Waite is rather on the matrimonial footing.

W. English, of Attica, has recently been admitted to the bar as extra man, and is relieving T. Quinn at Silver Springs for a few nights on account of sickness.

Mr. C. H. March, recently from the B. & S. W., has been appointed agent at Canaseraga, vice Mr. W. A. Fuller, who has secured a similar position with the N. Y., O. & W.

Mr. Stewart, of Canaseraga Tower, has gone into the drug business, while his side issue is still indulging in fine art paintings.

We note there are quite a number of "hams" on the wire of late. You will do yourself a great credit in saying to them that their services are no longer required.

Rock Glen Tower, also Alden Tower, has been discontinued as such for an indefinite time. This raises the extra list four more.

I would like to say to my dear non-brothers that they don't understand the great benefits that will, and are now being derived from our Order. I can not see why they hang back and hesitate in joining. If they could only know what it has done for them, and what great good it will do for them in the near future, they would not be "nons" for a minute. But they are slow in seeing it, and must be brought to the front by the aid and kind hand of a brother, who is wide awake and knows on which side his bread is buttered. If you are a telegrapher and depending on telegraphing for your daily bread, you should become a brother in our Order, and respect yourself as do the engineers, firemen, trainmen and in fact, all classes who toil, to live and let live.

Mr. Russell has appointed me correspondent in this territory, and I will expect the kind aid of my distant brothers to keep me posted as to what is going on in their vicinity.

CERT. 180.

Meadville Division, East:—

Now that the Erie System Division has held its first election and has elected its officers for one year, I trust that every member will take an active part in helping the officers elected on the various boards of L. B. of E., for they need your assistance to make a success of the many problems that arise.

As we now stand 400 strong, is there any excuse why the banner of O. R. T.-ism should not wave over the old Erie from Salamanca to New York, under the title of Erie System Division No. 42? Let us set an example for other system divisions to work by. Is there any reason why we cannot have the largest membership of any division in the Union when we work the Erie east of Salamanca? Brothers, in the time of peace prepare for all emergencies.

Bro. W. L. Jobes has been on the sick list for about ten days, caused by throwing an interlocking lever at "JN" Tower (Jamestown). The doctor says he sustained a bad strain of the ligaments where the ribs connect with the backbone near the shoulderblade. We are pleased to hear Bro. "XN" is out again and able to work.

Bro. Matson has been doing the owl trick at Jamestown during Bro. Marvin's absence.

Bro. Sands, at "WC" Tower, Salamanca, has taken the day trick during Miss Shields' absence, and Bro. Hayes was sent to "WC" Tower nights, and Extra Opr. Broderick filled "XB" Tower (Bucktooth) nights for Bro. Hayes.

Bro. S. W. Jobs worked at Waterboro for Bro. Maloney a few nights.

Clayton Stafford, who works at Falconer Junction nights, had a fierce and bloody battle with a crazy man, named Anderson, who entered the office about two a. m., attired in his night garments, and commanded Stafford to stop a train, and on Stafford's refusal to do so it so angered Anderson that he set to work to dispose of Stafford with a long knife. Luck favored Stafford, and he got an iron poker and struck Anderson a knock-out blow on the head. Stafford then went to get help, but on their return they found that Anderson had come to and escaped. We 13 Stafford now has a thirteen-inch gun.

Bro. Way, at Columbus, took a night off; Bro. S. W. Jobs did the owl trick. Extra Opr. Barber has worked at Ice Switch for a few days, during the harvest of ice.

Bro. Hayes worked days at Bucktooth during Miss Knight's absence. Extra Opr. Broderick worked for Bro. Hayes.

Bro. Helm, of Lakewood, was off a few nights, and Bro. S. W. Jobs filled his place. Extra Opr. Barber was called to "WC" Tower to fill Bro. Sands' place for a few nights.

Extra Opr. Finney was sent to Ice Switch for one night.

Bro. Helm took a day off, calling on friends at Jamestown. Bro. W. L. Jobs worked the owl trick.

Bro. J. V. Graff is still holding down a good position at Erie, Pa. He is with the New York and Pittsburg Telegraph and Telephone Company.

Extra Opr. Barber was sent to "J" for a few nights to relieve Night Opr. Marvin.

Regular night man Honrotta, of Venango, is on the sick list. Extra. Opr. Mel. Henburg is doing the owl trick.

CERT. 276.

Meadville Division, West:—

Month after month as I open up our Journal the first thing is to look and see if anything appears from Meadville Division, West, and having been so far very much disappointed, I have concluded to say something in behalf of our division, as nothing (to our knowledge) has ever appeared in our Journal from this end.

All are enjoying good health at present, as far as we are able to learn.

Meadville Division, West includes a large number of operators and almost every man was once an O. R. T. man in good standing, but have dropped out for some reason. Why is it? Is it because you have lost all interest for your positions and care nothing for the welfare of your loving wife and children in case of death? We would be glad to have some operator answer this question through our Journal.

We are sorry that we cannot as yet say that Meadville Division, West, is solid O. R. T., but we are glad that we can mention a few old stand-bys.

At Geneva, Pa., is located Bro. J. C. Jackson, agent and operator, and Bro. H. H. Hamilton, Geneva Tower days. Bro. C. E. White, agent and operator, Stony Point, Pa. Bro. W. A. Hall, operator and ticket clerk, Greenville, Pa. Bros. McCloskey and Buel, Shenango, Pa. Bro. Geo. Elliott, operator and leverman, Pymatung, Pa. Bro. C. J. Chapman, agent and operator, Burghill, Ohio. Bro. C. J. Dray, general clerk and operator, Warren Main Line, Ohio.

We are very sorry to note that Bro. C. J. Dray buried his mother recently, and we extend to Bro. Dray our heartfelt sympathy.

Bro. C. J. Chapman was confined to his bed a few days the fore part of this month on account of sickness, and we are glad to learn that he is able to resume work. We also congratulate Bro. C. and wife upon the fine O. R. T. daughter who made her appearance at their house January 7th. Extra Agt. Stevenson, from Atlantic, had charge of Bro. Chapman's duties during his illness.

CERT. 20.

Mahoning Division:—

Mr. A. N. Hurd, operator in the chief dispatcher's office, "OB" Youngstown, was off January 3d and 4th, our genial chief dispatcher, Mr. F. H. Andrews, relieving him.

Mr. J. A. Kelly is back at his old stand, Wilson avenue crossing, "AV" days.

Bro. F. H. Robinson is at "AV" nights, and Mr. T. J. Aylward is back to Cleveland shops nights.

Bro. W. W. Marshall was off ten nights with la grippe, Mr. R. O'Rourke filling the vacancy at "NK" (Lower Yard, Youngstown).

Bro. F. B. Freedenburg was also off with la grippe, being relieved by Mr. R. N. Babcock, an extra man.

Bro. J. F. Orr, operator at Newburg, says he is so busy he can't find time to think about anything else but work.

Mr. J. C. Hamilton, manager at the Cleveland general office, "XD", was off sick, Bro. T. A. Murphy being the lucky man to fill the vacant chair. Bro. Murphy's place at "CS" (Cleveland Station), being filled by Bro. F. H. Robinson. Bro. J. C. King relieving Bro. Robinson at "AV."

I find that pumpkins are excellent, and wish I had said potatoes.

Bro. W. V. Saltzman is at Palanx, days, attending to the wants of the O. R. & L. E. the same as ever.

Bro. V. J. Beaumont, No. 11 Hartzell Court, Cleveland, Ohio, has been appointed chairman of the L. B. of A. for this division, and hopes the brothers will do as much to assist him in 1899 as they did in 1898. Let each one of us see if we can't get one new member during the year, and don't forget to have each application approved by one of your L. B. of A. before sending same to Bro. Abbott, and save him unnecessary work.

Mr. P. C. Davis worked two nights at Girard in order to have his leave of absence extended another thirty days.

Mr. A. J. Beattie, night operator at Ferrona, was off four nights on account of la grippe, and was relieved by Extra Opr. Earl Parker.

V. J. B.

Cincinnati Division, East:—

Ex-Grip Operator—Good morning. Have you had the grip yet?

Grip Operator—Wall I dunno, I've got somethin', bones ache, head's just crackin' open and oh! how my back aches.

Ex-Grip Operator—That's it. That's it. You've got it.

Grip Operator—Oh, dear! I can't work any longer. So here goes to — chief train dispatcher, send man on first train, am sick.

—, Opr.

(Chief train dispatcher, who is sitting in his chair with message operator melting snow balls on his fevered brain.) Oh, dear! there is another man sick and no one to send. I wish I had the grip so I could let someone else run this "shebang."

Such is life. Where there is grip, it has no mercy.

The news of this Division has been obtained by coaxing, pulling, squeezing and digging it out of the brothers. You must remember things of interest and have them ready and don't say you don't know anything when you do if you only take time to keep a record or think a bit.

Operator Ribelin, at "DI" tower, was off. Extra Operator Wells worked nights. While Ribelin was off Bro. Helwig took sick. Wells worked days and Bro. Bivin nights.

Bro. J. G. Young, of Tallmadge, nights has resigned and left for Columbus, Ohio, where he has a telegraphic and clerk's position with the Kilbourne, Jacobs Manufacturing Company, at fifty dollars per month to begin on, with a promise of a raise later; nine hours work; holidays, Sundays, and Saturday afternoons off and two weeks vacation in summer without loss of pay.

I venture to say if railroad operators got enough salary to lay off occasionally and give them two weeks vacation once a year without loss of pay, or an eight hour a day trick with a minimum salary of fifty dollars per month you could not drive them away; but as long as operators want their noses to the grind stone, just so long it will remain there, and an eight hour day can only be realized through united action. We are certainly thankful for what we have, but we must keep at it. The results of not being organized is seen on the Akron Division of the B. & O. They pay their agent at Rittman, O., the magnificent (?) salary of fifteen dollars per month and commission which amounts to about five dollars per month, a total salary of twenty dollars per month. He is a married man at that and I understand this is a sample of the "salaries" they give their agents and operators. What do you think of him, brothers? He can get fifteen dollars and board any place on the farm, that's as good as twenty-five dollars. We hope Bro. Gutheridge at Rittman will tell him what the O. R. T. is for. I dare say, he says, "it is a good thing, but it ain't doing nothing," or he may be afraid of "incurring the displeasure of his generous (?) officials" and lose his opportunity to be promoted (?) to a twenty-five dollar job up the line.

Extra Operator Wm. A. Poling (new man) is working temporarily at Tallmadge, nights.

Bro. W. E. King has Hills, regular, no appointment nights, yet.

Bro. F. W. Ganyard was sick a few nights. Extra Operators J. M. Wells and E. H. Mayer worked.

E. C. Pierce former agent and operator at Barber-ton has left the National Sewer Pipe Company at

that place and accepted a position as chief clerk under D. W. Hall, agent at Creston, Ohio.

Bro. S. S. McDermit, of New Orleans, La., after working awhile in a broker's office at Akron, left for the East in January.

Bro. S. W. Cunningham, agent at Sherman was recuperating at his mother's home in Columbus during the month of January. Geisinger, night man, worked days, and Extra Operator Cavanaugh, nights.

Bro. M. S. Hogan made a flying trip from Marion Junction, to work one day at Sherman for Bro. Cunningham. You would think Sherman was a 'peating office the way things hummed there that day.

Bro. J. W. Tynan, of Marion Junction, finds Akron a very desirable place, occasionally.

E. C. Glesner, agent at Sterling, was sick, during which time Extra Operator J. M. Wells worked as agent. Tom Holleran of Sterling, nights, is copying at Galion dispatcher's office, indefinitely. Bro. H. D. Knox is working in Holleran's place until extra man gets onto interlocking. Extra Operator E. H. Mayer is working Knox's trick.

The boys on the W. & L. E., are working up to a great degree of interest compared with the former lethargy; that's good, brothers.

Extra Operator J. D. Dennis has resigned to accept a position with W. & L. E., a new office opened February 1st, at gravel pit between Lodi and Creston.

Night Man White at West Salem is on a vacation. Bro. Bivin worked nights.

Bro. E. S. Wiltrout is working at "SK" tower regular, days. Extra Operator Lamb, nights.

Bro. G. J. Moyer is working at Mansfield nights, regular in place of Bro. Wiltrout.

C. F. Culley, third trick dispatcher on Galion. Sterling String has left the road and is running trains for the B. & O. at Akron, O. This gives E. E. Sutton Culley's trick and puts Frank Eberhart, copying days on Galion. Sterling String, McCahill, nights, Pat Tobin, copying days on Kent. Sterling String and Tom Holleran, nights, D. O. Hahn, copying Fourth Division, nights, and M. E. Smith message man days.

Our old friend and brother C. H. Gambril recently of "DN," days (Dayton, O.,) is now working at Humbolt, O., on the O. S. Ry. He says the O. R. T. is badly needed on that road.

As general correspondent I want to thank those who have responded so nicely with news this month. Keep it up. Let us hear each month from every Division on the road. Those who did not respond, please fall in next month. We have almost every Division this month. K. L. R.

Wilmington, Del., Div. No. 58.

The first meeting of Wilmington Division No. 58 for the year 1899, was held on the evening of January 17th, at which time the ceremony of installation of the officers elect for the year 1899 was performed. The meeting was well attended and was a success from a Brotherhood standpoint. The regular order of business was transacted with the usual harmony. The Chief appointed his several standing committees for the year; and under the head of good of the Order, several questions of the constitution and

statutes were discussed, the discussion displaying the fact, that the members have a keen interest in the welfare of the Order.

Plans for further aggressively organizing our jurisdiction were under consideration, and it was the unanimous conclusion, that each member of the Division consider himself a committee of one, for the purpose of personally approaching every desirable non-member, within his reach, to join the Organization.

A communication from our worthy Grand Chief was read, informing us that the reduced rate of the initiation fee, that was observed during a portion of last year, will continue to be in force until June 30, 1899. This information was received with delight by our members. Instead of the applicant being obliged to advance \$5.00 with his application, he will now only be obliged to advance \$3.50. This amount plus \$4.50 the amount for the local dues to the end of the current six months term, to place members who are initiated during the first three months of the term in good standing to June 30th, will only be \$8.00. For those who are initiated during the last three months of the term, it will be \$3.50 initiation fee plus \$2.25, the local dues for the last three months of the term, which is \$5.75, to place them in good standing to June 30th. In other words; those being initiated during the months of January, February and March, \$8.00 will cover the cost for applicants, placing them in good standing to June 30, 1899. Those being initiated during the months of April, May and June, \$5.75 will cover the cost for applicants, placing them in good standing to June 30, 1899.

The additional cost to members is, that all new applicants for membership into the Order are obliged to make application for at least \$300.00 policy in the Mutual Benefit Department of the Order, which will only cost him \$2.45 per year, payable in 3c assessments of seven assessments per year. If the applicant desires to carry a larger amount, he may do so, as we have \$500 and \$1,000 policies, which will cost \$2.50 and \$7.00 respectively, per year, on the same plan as the \$300 policy. For any further information, you can confer with most any of the members, who have an opportunity to attend the meetings, and they will gladly furnish same.

Now brothers, make up your minds, that when June 30th has arrived, that there will not be an eligible non-member left in our jurisdiction, but what are up-to-date members of the order. The matter lies with you to talk with and explain the great good the Order has done with our present membership, and what greater good that can be done with a greater membership.

The fact that the Order has been a great benefit for all telegraphers cannot be successfully denied; this being true, any telegrapher of a well balanced mind will grasp at once that these benefits to telegraphers being facts, and brought about by the existence of only a limited portion of the fraternity, a greater proportion of them affiliating themselves with the Order, will, without any doubt, produce a proportionately greater benefit for them.

The members of the Order know these truths, and by the fact that they possess this knowledge, they must, if they have a desire for better things, make

an effort to convince the non-member of this truth. After you have convinced the non-member that he is enjoying benefits that have been procured through the existence and efforts of the O. R. T., you may depend upon it, if that convert be an honest man, he will give you his application for membership into the Order at his first opportunity. No honest man will be willing to accept benefits procured by a cause and not help to maintain it, if the cause be honorable; if he learns that he is procuring benefits from a dishonorable cause, he will decline to further accept them, if he be honest. He will be obliged to admit, even though he be one of the class of men, who are willing to accept the result of the labor of others without his contribution, that the benefits he is receiving would be in danger, if the others did not maintain the cause that was producing them; and through fear that too many of this class of men being engaged in the profession may withhold their support, the argument is, that it will be policy for him to help you to maintain his own interests.

There are some that argue with themselves that there will be enough maintain the cause to maintain their (the drone's) interests. But there are some of these who have broad enough minds to grasp this fact; and, though he may be willing enough to continue accepting these benefits procured through some others labors, he will admit to himself that it is poor policy to depend upon some one else to defend his own interests, and from a business standpoint, conclude to attend to this affair himself, by making application for membership into the Order that is maintaining these benefits.

There are men who are honest in their claims that they cannot see where they are being benefited by the existence of the Order. The reason that they do not see this, is from the fact that they may not have taken the time to properly consider the conditions of the profession. There was a time that many of the profession were guilty of certain practices, that since the existence of the O. R. T., is admitted by nearly all of the fraternity to be a crime against the profession, and by the existence of the Order, these admitted crimes are so frowned upon, that it is a very rare thing to find a man who will willingly commit such offenses. This one thing alone is worthy of approbation from all telegraphers. The number of students that would be, had it not been for the O. R. T., is impossible to calculate. Can anyone deny this?

There are men now working upon roads that have a contract with their telegraphers, which was secured by the efforts of the O. R. T., and yet withhold their membership. What is your candid opinion of such men? I am of the opinion that your reply will be, that such a man is on the level with the man who is willing to live from the proceeds of his mother, wife or sister, who works at the wash tub for the means on which this contemptible piece of humanity subsists. I do not know of any milder comparison. Even though the fellow himself may never realize this fact, it is a fact nevertheless. If after you have convinced him that you are right, and he admits that your argument is sound, then persists in withholding his membership, that person is to be watched. He is not the person that you

care to take into your entire confidence. But if he never can be made to understand these truths, he is to be pitied.

I am reliably informed that there are a few telegraphers yet employed upon the B. & O. R. R., who have not affiliated themselves with the O. R. T. If this is true, I cannot think that there are many of them withholding their membership, at the same time admitting and realizing what the Order has and is doing for them. I cannot but think that nearly all of them have never been approached in the proper manner. I believe that the members have failed to convince them of the position they are assuming. They have never been made to think, consequently, I would suggest that the B. & O. members try to place this question before the non-members in a plain, straight-forward and friendly manner, and try to show them how they are standing in their own road. Why, even the company's officials do not have the same high respect for the non-member as they do for the members. They may pretend that there is no difference, but you may depend upon it, they recognize the non-member class, the leach class. Because they give every one of their employees in the service credit with being endowed with ordinary intelligence, and crediting them with that intelligence, form but one conclusion, and that is: "There certainly must be something wrong with him, or the members would have admitted him long ago." The non-member may be a good workman, or rather be able to perform certain duties with ease. But that is not the only qualification that is required of an applicant for membership into the O. R. T. A man may be able to travel the paths into other societies, yet not be able to enter the portals of the O. R. T., no difference how anxious he may be to become a member. I do not pretend that the O. R. T. is better than all other organizations, and its members better than others, but I do claim that the telegrapher, who gains a livelihood from this profession, has no business to undertake to join any other organization, until he has attempted to procure his membership into the O. R. T., the organization, that is, and is attempting to make it possible for him to maintain his membership in any society, even the human society.

If telegraphers are worthy of more consideration, let them prove it.

With best wishes for you and success for the Order, I am,

Yours in S. O. and D.,

DIV. COR.

Harrisburg Div. No. 3.

I notice in one of our daily papers that our worthy brothers on the Kansas, Gulf and Pacific have succeeded in obtaining a schedule which from what I understand is A No. 1. We congratulate our fellow-laborers on their success and hope many more will follow suit. It is almost a regular thing to pick up THE TELEGRAPHER each month and read an account of our Organization being instrumental in placing a schedule on some road and yet the nons will stand by and see all this going on and never think that by organizing they could get the same thing. But they will put on a long face and kick about long hours

and poor wages. I wonder if they expect to better themselves standing idly by day after day and missing the beneficial results of thorough organization. Will they never see the error of their ways? Some of them don't believe in labor organizations, claiming the laborer has no right to stipulate the wages to be paid for his services. Now have we not the same right to organize and say what our services are worth, as the corporations have to organize and set their prices? If not then what is this world coming to? It is strange how people will hold back, putting not only themselves, but others to a disadvantage and then wonder why their condition is not improved. They can blame no one but themselves for their present condition. The year just closed shows an encouraging increase in our membership, and I sincerely hope it will continue so until we have the nons all gathered in. About twenty-five applications during the present term would certainly fix us proper, but the shock would almost give a fellow heart disease.

The Executive Committee of the State Legislative Board of Railroad Employees held an important meeting in the rooms of the Hershey House, Harrisburg, Pa., on January 23, 1899. Almost the entire Committee were present and business of an important nature was transacted. Several bills were acted upon which will be heard of later. We should have better attendance at our meetings. The business done at present is about the most important since the organization of our Division. Come to the meetings and learn what is going on.

Bros. Edsall, of Division No. 30, and Eakin, of Division No. 32, were in our city a short time last month. They are two staunch O. R. T. boys and always welcome.

Several important changes have taken place on the P. R. R. around this vicinity, among them being the paying of train men from the hour they are marked instead of the time they leave the yard, as heretofore. The telegraphers, however, are still working on the same old scale.

Freight traffic continues very heavy, with no sign of a let up. Crews are working from thirty to thirty-five days per month.

Bro. Olewine has resumed his trick at Maclay street, nights, after six weeks' day work.

Bro. Rodabough has been assigned to Marysville at night, vice G. A. Eppley, transferred.

Bro. Weaver at "PR," west end Susquehanna bridge, has his daily troubles with Mr. Letmeknow. Sympathy extended.

MDZ-KHWQK-VHQIS-HR-QSCNMTZEM
DQOZ-Q-WQAZ-KHHG-RHI-EHMFVZ-
HR-IZANKM-AHHE.

DIV. COR.

Philadelphia Div. No. 30.

During the last thirty days little of a sensational nature has transpired. The first lap in the calendar has spent itself at an "easy gait" and indications point to a "steady circuit" of the "course."

The season inclines to be a little severe at times, but not enough so on the 19th of last month to deter Enterprise Lodge No. 75 of the B. of L. F. from having its old-fashioned and grand old time at their annual ball at the Academy, Sixth and Vine streets. The grand march was led by George W. Childs

(lately promoted to engineer) and Mrs. Childs. All through it was a very brilliant affair, and many prominent persons were present. The cake-walk was one of the "affairs" of the evening, the same taking place about midnight. The cake was presented to the winners by a Grand Officer of the Organization, Mr. Charles Wilson, accompanied by a neat little speech. Our Divisions, 30 and 4, had a fair representation present. About eighteen or twenty of the boys turned in to take part in the enjoyments of the evening. Shortly after three o'clock all dispersed for their homes well pleased. Peter Punk went home after the cake-walk; he objected to a cab.

Our S. and T., Bro. John J. Maxwell, has been under the weather for the last couple of weeks. Bro. Fred Nepling is working for him. The last meeting of the Division was held and our sick brother, who was absent, was sorely needed. However, it is to be hoped he is well enough to appear next time. Business was so plentiful that over half had to be laid over until next meeting. Out of six petitions acted upon, one is in the hands of the Committee, one dropped, three initiated by Organizer and one initiation during the evening, thus making in all four full-fledged members at the last meeting. An important communication from the Grand Division was read, in reference to commercial telegraphers, and discussed at considerable length, when the matter was referred to the Secretary and Treasurer, who will impart to the Grand Secretary and Treasurer important information with reference to same. The rebate on initiation fee was voted to be continued until the end of the term, June 30th, the same as heretofore.

A fair attendance was present and several visiting brothers from Division No. 4 paid their respects. Bro. Hutton acted in place of Bro. Maxwell; all the other officers were present. Adjournment was in order soon after eleven p. m. A few notes are herewith submitted which may prove of interest to some of our readers, some of the foregoing names being connected with the telegraph department directly and indirectly.

Mr. J. J. Longenecker has taken hold of the three to eleven, train dispatcher, vice W. J. Pearl, promoted. This is Mr. Longenecker's first appearance for two months, owing to a bad case of sickness. We are all glad to see him back with us.

Bro. A. P. Stevens has returned to the eleven to seven, train dispatcher, and Mr. R. C. Bartley has returned to the first trick at "RD," in conjunction with Mr. Longenecker's resumption.

Mr. L. F. Smurthwaite has been appointed assistant yardmaster at the navy yard, to help Mr. Quinn, owing to the increase in the work in this district.

Mr. W. J. Pearl has been appointed assistant yardmaster, "various," vice Mr. Smurthwaite, promoted.

Mr. F. A. Biberstein has taken charge of the passenger desk, with hours from seven to three, in lieu of accepting a position as A. Y. M.

Bro. W. J. Price has been holding down the middle at "A," owing to Bro. J. K. Osmond doing the extra "L" work.

Bro. J. A. Quinn is back on the owl in "S" after several weeks' service in the train runner's office. Look out for Bro. Quinn. He is getting on pretty

good terms with himself. The cards are looked for daily.

We are also indirectly informed that Bro. M. E. Casey will shortly take unto himself a frau. He will neither affirm nor deny the story. Our best wishes for both these members, and their lucky mates, go with the rumors.

It grieves us much to learn of the very serious illness of Mr. Samuel Laverty, our chief train dispatcher, who has taken to his bed with pulmonary trouble. While we understand his case is very critical, we trust it is exaggerated, and that he will be with us soon again.

Mr. J. P. Harper has been moved up on days in "S," owing to Mr. Laverty's illness; Mr. G. A. Stern, from Fiftieth street, filling his place at night.

Mr. S. B. Dickie, acting in place of Stern, and W. H. George in place of Dickie during this temporary arrangement.

It is pleasing to note by the *Record* of the twenty-sixth of last month the increase in wages of three hundred and sixty telegraphers and station agents by ten dollars per month each on the K. C., P. & G. Ry. Hurrah! We know the rest.

It is said that some telegraphers in Pennsylvania and in New Jersey are "thinking" of "organizing" for the purpose of donating a few \$'s to their employers and asking for longer hours—looking backward vs. forward.

The barbers' union in this city, we think, has at last come to stay. They are heard from very frequently.

It is worthy of notice that a solid union man with an up-to-date card in the Typographical Union has been elected Speaker of the House at Harrisburg.

The executive body of the Pennsylvania State Legislative Board of Railroad Employes, and the same body of the Labor League, met in session in Harrisburg last month and several bills for law in the interest of labor were framed for presentation to the Legislature. The unorganized employe cannot begin to realize what is being done in his interest in this direction, alike with us. Why can not they be convinced of these facts?

THE TELEGRAPHER of the last issue looked very fine, indeed, in its new dress.

Bro. Win Wilson, of Division No. 4, has been laid up for a month past with the grip and a touch of the campaign fever which he had in his system. He is, just now, moving around and will resume duty soon.

Yours in S. O. and D.,

DIV. COR. 169.

Southern Pacific Railway.

Louisiana Western Division:—

Well, boys, it looks as though some of you that have been paying your O. R. T. dues and living along in the distant hope that some sweet day you would derive a benefit therefrom, would get your old rusty pen and remind the world that even if we do reside in the neighborhood of the renowned Joe Jefferson, we do not mean to always play the part of "Rip-Van-Winkle."

While the country at large seems to be in a prosperous condition, why not let us L.-W. boys get in line now and whoop-'em-up?

I understand that there is a very bright prospect

of getting a local division organized at Houston; however, it seems rather difficult to get any definite information as to what progress has already been made, since you boys, who are worthy penmen, decline to furnish any particulars.

Some of you Houston "city chaps" that are in a position to find out a few things, might exert yourselves a little to drop us "country jays" a line through the next issue as to what good prospects the future has in store. Remember a letter from home, though only a few lines, is always interesting.

Even if the good cause is not creating such an interest as it should, why, the boys are moving around over the line at a pretty rapid gait. Whether or not the moves are according to O. R. T. doctrine you may all judge for yourselves, but I have not heard any complaint.

Mr. J. H. Marr, formerly nights at Liberty, has been promoted to bear the title of "Relief Agent," and we sincerely trust that Bro. Marr will prove as efficient in his duties to the company and as loyal to the O. R. T. as his predecessor, Bro. A. W. Favinger, our once local chairman, who, I understand, has turned his footprints westward, to accept a position in the U. P. auditor's office at Denver, Col. Luck be with you, Fav., 'til we meet again.

A few of the other boys seem to be preparing to go with the robins on their north and westward tour. Among them Bro. J. Allen, at Crowley, soon to make his departure, as also Bro. Dodd, of the same burg. But lookout, boys; if your card chances to be a back number you are more than likely to miss many a brotherly greeting and kind assistance that would otherwise prove as consoling as — a word from dear old mother.

While some are going, some are coming. Among the late arrivals is Bro. Robt. C. Potts, all the way from the Texas Midland, with an up-to-date card in his pocket. He is doing the night trick at Edgerly, La., while Bro. J. R. Thompson, recently promoted from Crowley, days, presides as agent.

Bro. C. M. Owen has accepted a position as agent and terminal supervisor with the K. C. B. & G., or, better known as the "Hoo Hoo" line, at Kirbyville, Texas.

Bro. Drew still holds Orange down, nights, with Bro. Ritchey, days.

Bro. Fox holds forth at Beaumont, Tex., days, and Bro. Brown does the night trick.

Bro. T. C. Van Epps, recently relieved at Welsh by Bro. J. F. Tubbs, fills the more important agency at West Lake, La., formerly filled by Mr. R. B. Walker, who has accepted a still more desirable agency at Lake Charles, with the Pee Gee folks. We are sorry to lose him from our line, but we glory in his promotion.

Bro. Geo. Favinger, down in the wilds at Gueydan, La., has paid his O. R. T. dues up to the nineteenth century, and taken unto himself a pretty little wife. Now, who could have made a wiser move than George?

Now, I have exerted myself on this occasion, and will expect some of you better-informed brothers to run up a column for the next issue.

Yours in S. O. and D.,
CART. 2186, GRAND DIV.

F. & P. M. R. R. Div., No. 39.

It is gratifying to note how rapidly Division No. 39 is forging to the front. It is less than one year old, and, while young in age, it is by no means infantile in size.

Older Divisions must look to their laurels and get in the race or be distanced. We are now practically solid, with about ninety-five per cent of the telegraphers of this system. The minority, we think,

are on the verge of caving in and delivering themselves. A liberal amount of persuasion, with considerable perseverance, is a dose none can withstand, and remain outside of the O. R. T. temple.

A Division meeting was held in the C. L. U. hall, Saginaw, Mich., Sunday, Jan. 29th. Business of a very important nature was transacted, and delegates appointed to represent the Division at the biennial Convention to be held in the spring at Peoria, Ill., and such other business as was in order.

The car ferry "Pere Marquette" is doing a hustling business lately, having made a round trip from Ludington to Manitowoc, a distance of 106 miles, in ten hours and fifteen minutes. This includes the time occupied in unloading and loading at Manitowoc, one hour and fifteen minutes, and transferring sixty loads across Lake Michigan.

We are pleased to announce the marriage of Bro. Murney Bell, chief clerk at Clare, to Miss Cora Alger, of the same place. We have always imagined that Bro. Bell's experience as a railroad magistrate would be suggestive that he run cupid on schedule time, and the fact that conditions have reached such a pleasant terminus is pleasing indeed to Murney's friends, who wish him many happy returns of the day. If Bro. Bell would do the right thing, he would send the officials of the Division, who take so much time in looking up his case, a box of Blue Lables, that the members of Division No. 39 may smoke at their next meeting.

Bro. Nagle has been elected Vice President of the Central Labor Union of Saginaw Valley. The election was indeed a surprise to Division No. 39, and we are very much pleased to have one of our rank installed in such an important position. Bro. Nagle is a faithful worker in the cause of labor, and, although a surprise to him, we know he must appreciate the position conferred upon him.

Bro. P. W. Johnson was booked to relieve Bro. Stroupe, at Grand Blanc, but, owing to his acquiring membership in the knights of the "grip," he was forced to abandon the pleasing locality.

Bro. Husted has been making the rounds, having relieved Bros. Bertrand, at East Lake, Blank, at Baldwin, and Shreveas, at Sanford, but was forced by illness to return to his home at Mayville.

Bro. Higgins has been promoted to a \$60 sit, in the trainmaster's office of the Wisconsin Central at St. Paul. It is his high degree of pleasure that we note Bro. Jams' success, but O. R. T. men are always in demand.

Bro. Brandon did not see "Robt. Mantel," but he has lately had occasion to satisfy his thirst for exciting scenes during his experience in the hospital, while trying to view his robust anatomy with the aid of the mirror, or taking the fast sore knee "liniment," for scenes of a more varied nature.

Bro. Doc Gilbert, on the owl trick at Raisin, is enjoying a short vacation.

Bro. Gould of Midland, was called to Freeland by the illness of his family. The Roving Son of England held the job down during his absence.

Bro. Cunningham has engaged his services with the D. & M. people in the superintendent's office at East Tawas.

We are in receipt of a letter from Bro. F. R. Gilbert, now at Alpena, wherein he states he is much pleased with his new duties.

Bro. Ude has been installed on the day trick at Northville.

We are pained to learn of the death of Mrs. McMullen, mother of Bro. McMullen, of Midland. His loss is one which cannot be replaced, and he has the sympathy of a large circle of friends in his bereavement and sad affliction. Mrs. McMullen was a well known resident of Averill, Mich., and was known and loved by the entire community.

Div. Cor.

Grand Division

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C. L. French, Cumberland, Md.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, G. S. & T., Peoria, Ill., in addition to the Secretary of their Local or System Division.

Notice.

To System Division Correspondents:

General Correspondents on the large System Divisions who are in the habit of getting items from Division Correspondents to be arranged for publication, should condense the matter as far as possible before sending it to Peoria. This work can be done to advantage by the General Correspondent, because he is most likely to know which items are of the greatest interest. A few timely hints to the beginner may be useful. Grievances are not published, because it is liable to hinder the work of the Board of Adjustment when they seek to get the complaints redressed; it invariably prejudices the case. Mentioning names of non-members and backsliders in a derogatory way generally succeeds in defeating the purpose of the writer, and such matter should be eliminated. The same may be said about personal mention of student teachers. Personalities of all kinds should be avoided, because they engender hard feelings sometimes when least expected. Kindness attracts, while harshness repels. To organize is the object, and everything seeking to disorganize might as well be left out.

Yours in S. O. and D.,

H. B. PERHAM,

G. S. & T.

Notice.

To Members Who Have Not Paid Current Dues:

After this number of THE RAILROAD TELEGRAPHER is mailed to the membership the mailing list will be revised so that the March and succeeding numbers will be sent only to those members who have paid their dues for the current term. Some dilatory members leave the payment of dues until the last day and then pay just in time to save their membership; they do not get THE TELEGRAPHER at all, while they might have had it regularly each month without additional cost if they had paid dues promptly.

Yours in S. O. and D.,

H. B. PERHAM,

G. S. & T.

Notice.

The attention of delegates and others is called to Section 47, of the Constitution, which provides that the Constitution and Statutes "can only be altered amended or repealed in the following manner: The proposed change, which can be offered only by a regularly elected delegate or Grand Officer, shall quote in full the section to be changed, incorporating the alteration or amendment sought to be made, *which shall be filed with the Grand Secretary and Treasurer not less than thirty days prior to the meeting of the next biennial convention*, and the Grand Secretary and Treasurer shall have all such alterations or amendments printed and a copy forwarded to each subordinate Division. Upon the assembling of the Grand Division a copy of all alterations or amendments received shall be furnished to each delegate by the Grand Secretary and Treasurer, and shall be considered by the Grand Division in the order in which they were filed, etc." In order that the Grand Secretary and Treasurer may comply with the above law, bills should be submitted not later than April 15th. After that date they will go to the printer and copies will be forwarded to each Local Secretary at the earliest possible moment. Bills received after April 15th will not be printed.

H. B. PERHAM,

G. S. & T.

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MARCH, 1899
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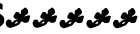


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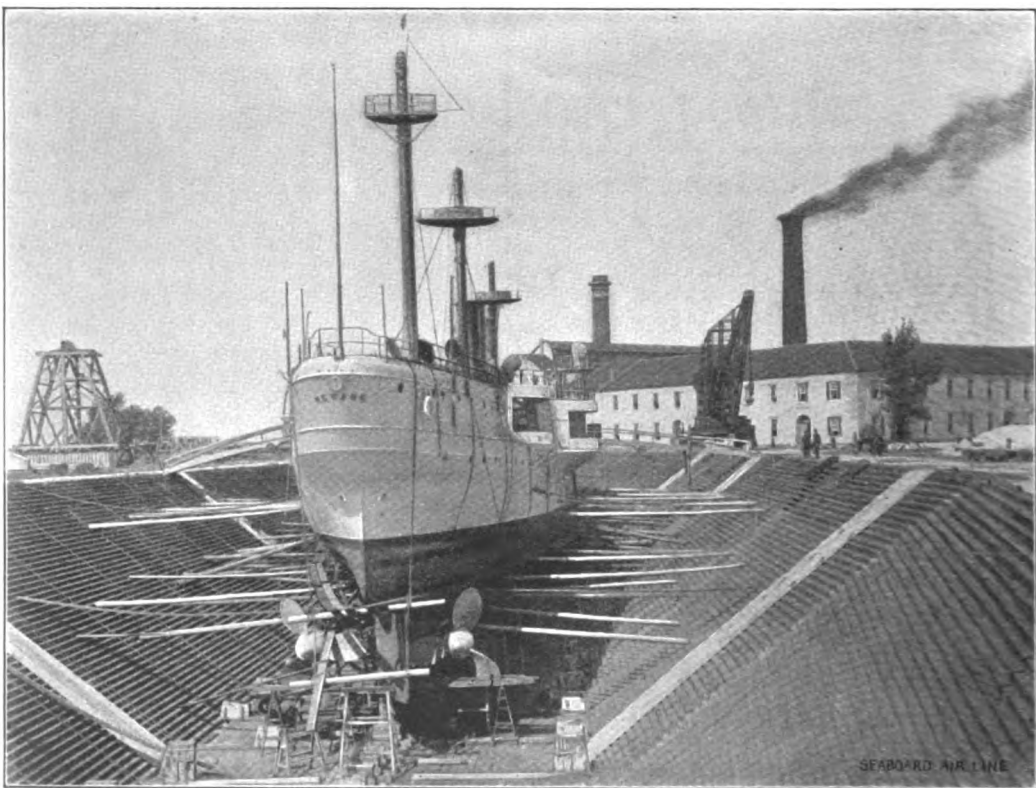
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SIMPSON DRY DOCK AND U. S. CRUISER NEWARK, UNDERGOING REPAIRS.
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Courtesy—Seaboard Air Line.

This is one of the oldest and best equipped for the purposes for which it was designed in the United States. For the construction and repair of vessels it has the latest modern appliances, facilities and machinery, and employs the services of skilled engineers and mechanics who are thoroughly educated and experienced in their several branches of labor. In busy seasons it has on its pay rolls as many as 1,200 men, and sometimes more. It enjoys a pre-eminent advantage in that it is almost absolutely impregnable to attack. A hostile squadron would have to force its way by the Rip Raps, the guns of Fortress Monroe, our own battle ships in Hampton Roads, and twelve miles of harbor defenses in the shape of torpedo and shore batteries, before it would reach a position where it could do serious mischief.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



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No. 3

EDITORIAL

Railway Labor in Europe.

IN THE bulletin of the Department of Labor, No. 20, for January, 1899, is contained an exhaustive article on the condition of railway labor in Europe by Walter E. Weyl, Ph. D. It is replete with statistics and comparisons from Great Britain, France, Belgium, Prussia, Saxony and Switzerland, and will be read with interest by those who are studying such questions on this continent.

The most striking feature in the tables is the extraordinarily low wages paid to such an intelligent class as the railway employees of any country must be. Hardly any mention is made of the fact that, without the European custom of "tipping," these salaries would have to be raised in many instances, but no one can doubt this who knows anything about the cost of living there. The guards, or conductors, put in a good deal of their time on passenger trains looking after their tips, which, of course, must amount to an appreciable item during the year.

It is no uncommon thing for wealthy pas-

sengers to step up to the engine and give the driver the price of a drink; in fact, the custom is looked upon with favor by both parties to the transaction. Anyone who has had the pleasure of searching two or three guard vans in one train trying to get his sample trunks together again, can testify to the benefits to be gained by "tipping."

This custom is everywhere recognized by the officials, and wages are regulated on a lower scale on account of it. Before making comparisons with the wages paid in this country, it is well to remember also that those countries are thickly populated and that generations of men have been treading upon one another's heels in a search for employment, with the result that those who were fortunate enough to get a chance to work, were usually glad enough to do it for compensation that would hardly keep them in bread and cheese.

It has been estimated by competent statisticians that Great Britain has 288 people to the square mile, and Belgium 365, while in the United States there are but 11—an important factor in establishing wages when supply and demand are taken into account.

Another matter for consideration is the large number of men employed to do a given amount of work there, in comparison with the number employed in this country. The report says:

"In 1896 there were 826,620 men employed on 182,776 miles of American railways. In 1895 the railways of the United Kingdom, with a mileage only a little more than 11 per cent. (21,174 miles), as large as that of American railways, employed 465,112 men, or 56 per cent. as many as were engaged on American railways. In other words, for every man on a given stretch of American railways there will be five men employed for a like distance on British railways."

If each man employed on the railways of America was to divide his wages and his work with four other men, the European scale of wages given in the following tables would seem munificent. We quote from the report:

"For the United Kingdom, the most comprehensive details in regard to the wages of employes were furnished to the Board of Trade by the railways for the years 1886 and 1891. These statistics, which for the former year were compiled very late, were finally published in 1893 in the General Report on the Wages of the Manual Labor Classes in the United Kingdom.

"Returns were made from all companies in the Kingdom, but the Board of Trade tabulated only those of 32 companies, which, however, were the largest in the country, representing 90 per cent. of the railway capital and over 90 per cent. of the total number of employes in the British Isles.

"In taking the returns the attempt was made to ascertain, not the amount earned per year, but the weekly rate of wages, and, instead of allowing the method of taking the average wages, the Board of Trade divided the rates of wages into a series of classes, and obtained the number of employes falling within each class. The investigation did not cover the clerks and the salaried officers, but it comprehended all other employes, including those employed in the working of canals, railway hotels, etc., and there are many classes of employes of British railways engaged in the working of canals, hotels, etc., that would scarcely appear in an American report. In calculating the percentages hotel servants who receive part of their wages in board and lodging are not included.

"The tables following for 1886 and 1891 give for England and Wales, Scotland and Ireland, the number and per cent. of men employed at various weekly rates of wages by the principal railway companies:

NUMBER AND PER CENT. OF MEN EMPLOYED BY PRINCIPAL RAILWAY COMPANIES, BY WEEKLY RATES OF WAGES, 1886 AND 1891.

[The rates of wages given in this table are exclusive of bonuses and allowances to signalmen, enginemen, firemen, etc., and extra earnings on piece work. No account is taken of the lodgings, which the companies often lease to the men, especially in the country districts, at reduced rents.]

1886.

WEEKLY RATES OF WAGES.	England and Wales.		Scotland.		Ireland.		Total.	
	Number.	Per cent.	Number.	Per cent.	Number.	Per cent.	Number.	Per cent.
Under 10s. (\$2.43).....	54		14	0.1	202	1.6	270	0.1
10s. to 15s. (\$2.43 to \$3.65).....	1,251	0.6	712	2.4	6,624	51.4	8,587	3.3
15s. to 20s. (\$3.65 to \$4.87).....	90,251	41.2	14,941	49.8	3,270	25.4	108,462	41.4
20s. to 25s. (\$4.87 to \$6.08).....	65,366	29.9	7,348	24.5	1,036	8.0	73,750	28.2
25s. to 30s. (\$6.08 to \$7.30).....	33,774	15.4	4,628	15.4	645	5.0	39,047	14.9
30s. to 35s. (\$7.30 to \$8.52).....	12,994	5.9	1,153	3.8	642	5.0	14,789	5.6
35s. to 40s. (\$8.52 to \$9.73).....	6,214	2.8	819	2.7	187	1.5	7,220	2.8
40s. to 45s. (\$9.73 to \$10.95).....	7,482	3.4	259	.9	207	1.6	7,948	3.0
45s. to 50s. (\$10.95 to \$12.17).....	609	.3	56	.2	45	.3	710	.3
50s. to 60s. (\$12.17 to \$14.00).....	659	.3	43	.1	13	.1	715	.3
60s. (\$14.00), or over.....	316	.2	30	.1	15	.1	361	.1
Total.....	218,970	100.0	30,003	100.0	12,886	100.0	261,859	100.0

NUMBER AND PER CENT. OF MEN EMPLOYED BY PRINCIPAL RAILWAY COMPANIES, BY WEEKLY RATES OF WAGES, 1886 AND 1891.—Concluded.

1891.

WEEKLY RATES OF WAGES.	England and Wales.		Scotland.		Ireland.		Total.	
	Number.	Per cent.	Number.	Per cent.	Number.	Per cent.	Number.	Per cent.
Under 10s. (\$2.43).....	73		14		123	0 9	210	0 1
10s. to 15s. (\$2.43 to \$3.65).....	1,202	0 5	509	1 5	6,475	46 0	8,186	2 6
15s. to 20s. (\$3.65 to \$4.87).....	104,483	39 2	15,451	45 6	4,028	28 6	123,962	39 4
20s. to 25s. (\$4.87 to \$6.08).....	79,854	30 0	9,208	27 2	1,410	10 0	90,472	28 8
25s. to 30s. (\$6.08 to \$7.30).....	42,954	16 1	5,626	16 6	727	5 2	49,307	15 7
30s. to 35s. (\$7.30 to \$8.52).....	18,492	6 9	1,522	4 5	718	5 1	20,732	6 6
35s. to 40s. (\$8.52 to \$9.73).....	7,609	2 9	1,096	3 2	248	1 8	8,953	2 8
40s. to 45s. (\$9.73 to \$10.95).....	9,427	3 5	291	9	256	1 8	9,974	3 2
45s. to 50s. (\$10.95 to \$12.17).....	1,294	5	58	2	45	3	1,397	4
50s. to 60s. (\$12.17 to \$14.60).....	820	3	48	2	23	2	891	3
60s. (\$14.60), or over.....	388	1	34	1	14	1	436	1
Total.....	264,596	100 0	33,857	100 0	14,067	100 0	314,520	100 0

"From these tables we see that not one in a hundred men employed in manual labor on English railways receives as much as \$11 a week, and in Scotland and Ireland the proportion is about 1 in 200. The proportion who received 35s. (\$8.52), or over in 1891, was 7.3 per cent. in England and Wales, 4.6 per cent. in Scotland, and 4.2 per cent. in Ireland.

"Only about three-tenths of the men on English, one-fourth on Scotch, and one-seventh on Irish railways earned more than 25s. (\$6.08), a week. The bulk of the adult males on English railways earned from 15s. to 25s. (\$3.65 to \$6.08), there being 69.2 per cent. of the employes in this class in England and Wales, and 72.8 per cent. in Scotland. The Irish wages ranged still lower, about three-fourths, or 74.6 per cent., of all men on Irish railways earning between 10s. and 20s. (\$2.43 and \$4.87), of which by far the greater percentage approximate the lower scales, earning less than 15s. (\$3.65). While 1 out of every 200 adult male employes on English, and 1 out of 66 on Scotch roads, earn less than 15s. (\$3.65) a week, not far from half the Irish employes (46.9 per cent.), receive less than this sum.

"These wages, however, are higher than those paid in 1886. In 1891 4 per cent. of the total men employed, as shown in the table, received 40s. (\$9.73), or over, per week, as against 3.7 per cent. in 1886; 13.4 per cent. received 30s. (\$7.30), or over, in 1891, as against 12.1 per cent. in 1886, and 57.9 per cent. received 20s. (\$4.87), or over, in 1891, as against 55.2 per cent. in 1886."

It will be seen by these statistics that in comparison with the United States and Canada, a greater number of men are employed on European railways. The economics practiced here in making one man do the labor of five, have not been instituted there.

A one-man station, where the agent is the telegrapher, the baggageman, the ticket and freight clerk, the warehouseman, the signal lamp man, and, sometimes, the engineer in charge of a pump, would be a revelation to the English railway manager.

Switchmen Organizing.

IT IS gratifying to learn that the switchmen are once more pooling their issues and forming an organization that will prove immensely beneficial to themselves and others. They have already organized over thirty subordinate lodges and new ones are coming into existence every week.

Their official organ the SWITCHMENS' JOURNAL is a new monthly publication of a high class, attractive in appearance, and a credit to the Organization. Its editor and manager is M. J. Ford, 1308 Harney street, Omaha, Neb., from whom sample copies can be obtained.

The boys who have the reputation of never "flinching from a fight or going back on a friend" have been paddling their own canoe until they are tired. They have eventually arrived at the right conclusion that they can make better time in a steam-

boat and have therefore builded one and launched it. Such a hazardous calling ought never to be without the benefits of organized fraternalism. The Telegraphers extend the right hand of fellowship and wish long life and prosperity to the Switchmen's Union.

European Disarmament.

THE Russian memorandum, suggesting the program for the International Peace Conference, has been published. It is an intensely conservative document, but it is of that kind of conservatism that could be more appropriately called radicalism. It confirms and justifies all the assertions which have been made by the exponents of Russian policy as to the real aim of the Czar. There is nothing absurd about it, and it confronts the European nations with one of the most momentous questions that has ever been submitted to an international conference. The circular invites the rulers to arrive at a preliminary understanding to clear the ground for future action.

That it is moderate in tone as it is intelligent in conception the following clause will testify:

"To accept in principle the employment of good offices in mediation and optional arbitration in cases which lend themselves to such means in order to prevent armed conflicts between nations; an understanding on the subject of their mode of application, and the establishment of some uniform practice in making use of them."

It will be seen from this that the plan is optional, instead of compulsory. It is but the thin end of the wedge that will force its way into the minds of men and show to them by actual practice that might does not make right, and that intelligence should rule instead of brute force. There is no proposal for an agreement to arbitrate in all cases before war is declared. It is only proposed,

in the first place, that arbitration should be optional, and in the second place that it should only be invoked "in cases which lend themselves to such means." It is clearly to make a beginning and inaugurate some kind of international tribunal to get down to work and find out what it is possible to accomplish. No matter how little or how much the result will amount to, it is clearly the right thing to do at the present time, when the war speck is as dim as it will ever get to be without the aid of some such intelligent function.

The circular treats of the arrest of armaments for the time being and arranging for their future reduction; the humanizing of war, and many other subjects not of particular interest to any except Europeans.

On another page will be found a table, showing the armies of the countries of Europe on a peace and a war footing. Leaving aside all ethical and humanitarian considerations and turning to the economic side of the question, what bearing has this subject on European labor? In countries where present wages for skilled workmen will not average fifty cents per day, what relation has the idle, non-producing soldier to the prevailing rate of wages? Close investigation will reveal the fact that the workers are clothing, feeding and paying the salaries of these gilded and useless drones. While this is the case their wages must needs be small, and the wonderful part of it all is that such a system could long endure. If it were not for the military, uprisings of the working people would be more frequent and their condition would be ameliorated. They are clothing and feeding the men who virtually harness and, if need be, whip them.

To disarm Europe means a raise in wages and better times for all concerned, and the influence of such a movement would be felt the world over.

We are indebted to William T. Stead's *War Against War* for facts and figures contained in this article; the amounts are in English pounds instead of dollars.

See opposite page for Table.

THE ARMED PEACE OF EUROPE, 1898-99.

	Popu- lation.	ARMY.			Annual Cost of Army and Navy.	Value of Labor at £50 each per Annum.	National Debt.	Interest on Debt.	Total Revenue.
		Peace Footing.	War Footing.	With Reserves.					
Austria	44,448,474	391,675	2,769,714	Landsturm alone over 4,000,000	£ 18,571,958	£ 19,583,750	£ 647,699,347	£ 28,543,342	£ 101,518,047
Belgium.....	6,495,886	51,302	219,000	—	1,932,811	2,565,100	93,139,892	5,514,425	15,524,913
Bulgaria	3,310,713	39,780	302,600	—	1,030,304	1,989,000	6,853,870	833,742	3,645,756
Denmark	2,299,564	42,200	60,000	76,500	947,767	2,110,000	10,911,413	391,137	3,809,373
France	38,517,975	615,413	2,500,000	4,350,000 Also 4,000,000 untrained.	36,573,876	30,770,650	1,299,768,224	49,913,311	136,556,643
Germany.....	52,279,915	585,440	3,350,000	4,300,000	31,562,614	29,272,000	112,262,750	3,809,565	66,415,091
Great Britain.....	40,188,927	220,869	718,797	—	43,942,895	11,043,450	634,435,704	25,000,000	106,614,004
Greece	2,433,806	25,333	82,000	178,000	933,832	1,206,650	38,713,057	1,097,340	3,813,757
Holland	4,928,658	28,854	70,623	Manhood Service	3,155,583	1,442,700	92,378,491	2,707,591	11,202,696
Italy	31,290,490	279,982	2,448,308	New Law. 3,365,459	13,299,917	13,999,100	494,782,470	23,409,330	67,410,950
Portugal.....	5,082,257	44,831	163,000	—	2,195,922	2,241,550	157,397,842	3,813,365	11,734,654
Roumania.....	5,800,000	58,102	158,000	—	1,778,813	2,905,100	49,617,308	3,168,604	8,606,120
Russia.....	129,211,000	1,055,335	2,532,496	Also Militia. 8,947,000	55,602,916	52,766,750	1,052,462,570	42,514,490	230,320,301
Servia.....	2,314,153	18,600	210,117	337,323	564,616	930,000	17,329,480	824,880	2,546,388
Spain.....	17,650,234	128,183	480,000	1,083,595	6,818,615	6,409,150	353,265,771	16,789,348	35,331,148
Sweden and Norway.....	6,920,177	71,034	488,994	—	3,279,634	3,551,700	24,842,504	1,420,266	10,608,296
Switzerland.....	2,986,848	No standing Army.	495,931	—	1,019,914	—	3,234,830	169,477	3,655,000
Turkey	39,500,000	700,620	1,000,000	Over.	6,265,825	35,031,000	163,050,000	6,487,911	16,660,189
Total.....	435,659,077	4,357,553	18,049,580	—	229,477,812	217,877,650	5,252,145,523	216,408,124	835,973,326

AUTHORITIES: *Statesman's Year Book, Hazell's Annual, Whitaker's Almanac, and the Statistical Abstract.*

Editorial Notes

Take up your brother's burden, stop the iron rule of kings,
Send your best men on the carpet, to talk of common things.

A raise in salary is a good thing, but to establish justice would be better. Ergo: Unionism and reform must keep close together.

Members who have preserved their file of TELEGRAPHERS for binding purposes can get an index for the 1898 volume by applying to the Editor.

Tacking titles on to the name of George Dewey is like painting the lilly. It is better that he should remain as a representative citizen, than as a most highly distinguished one.

A man that is neglectful of his own interests is likely to prove negligent to the company that employs him. Loyalty to employer implies loyalty to one's self. Moral - Join your union.

The old maxim that declares competition to be the life of trade, is about to be consigned to oblivion as a discredited untruth. Combination is the order of the day for both capital and labor, and both are benefitted by it.

An unfortunate error was made in the print shop last month with the mailing list, and several members were in consequence minus their TELEGRAPHER. The Santa Fe Division was missed entirely, but as soon as the error was discovered a copy was sent to every member of the division. It was some consolation to note that everybody wrote about it.

The time will come when General Committees will be cordially received by the officials, and their claims conceded cheerfully. There are, however, a few officials still left who have to be convinced that their employes have rights that must be respected.

The Brotherhood of Commercial Telegraphers is making steady and substantial progress, notwithstanding the fact that very little is published in regard to the organization. The telegraphers of the United States and Canada, both railroad and commercial, will be unified at no distant day.

There is no excuse for a telegrapher being without a card, whether he be employed in the commercial or railroad service. Both classes have their organization, and an up-to-date card should be the open-sesame for all fraternal courtesies, whether a man belongs to one organization or the other.

The senate committee on foreign relations authorized a favorable report upon the amendment to the sundry civil bill providing for the construction of a cable to Hawaii and Manila. Cables will soon girdle the earth, and the civilizing influence of instant communication will be extended to the four corners thereof.

As an instance of the stability of the union idea, the Amalgamated Engineers of Great Britain have paid off a debt of \$250,000 incurred last year during their splendid battle for an eight-hour day, and what is still better news, they have a million dollars in their treasury. They are of the race that do not recognize defeat, and all the hosts of Hades cannot keep them from winning their goal.

If the true relations of capital to labor were more generally understood there would not be a majority of the wage-earners outside the organization of their class. The unions are the manifestation of growing intelligence. Those who are contented to sell their time for what the buyer chooses to give cannot lay claim to a high grade of intellect.

A green man in a railroad telegraph office is more dangerous than a gun that is not supposed to be loaded in the hands of a fool. Officials of a certain calibre delight in giving them a trial because they are willing to work for low wages to get a start, meantime men with experience are hunting some other means of making a living. If the public knew about it they would prefer to patronize organized roads.

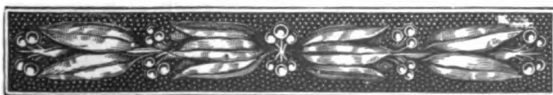
The *Cleveland Citizen* says: "A union man is only consistent when he strives to emancipate the working class politically as well as industrially. A member of a union, who, for so much per week acts as a stool pigeon for plutocratic politicians, may be doing the best he can for himself, but is certainly not serving the purpose labor organizations are called into life for." And THE TELEGRAPHER says, Amen.

A rousing meeting of railway employes was held at the Century Theatre in St. Louis, Mo., February 26th, under the auspices of the five leading railway organizations. At the afternoon session the doors were thrown open to all who might be interested, and a large and enthusiastic crowd listened to the speeches. In the evening an executive session was held for members only. On account of the number of General Committee's now in session, the Order of Railroad Telegraphers was unable to have a Grand Officer present, which fact is to be regretted.

It is imperative that the Local Boards of Adjustment do their full duty. An inactive board that allows just complaints to go by default, will soon have no organization behind it. Activity means healthy growth and general progress.

The political party that wage-earners should support is the one that is in favor of each person receiving the full value of his or her labor, and aims to arrange things so that every human being may be well housed, clothed, fed and educated. It is probable that each one that casts a vote imagines that he is doing just that thing. But is he?

A British Columbia correspondent points out that the working people of Canada are doing something for themselves in the way of capturing their Government for the working people. It is readily apparent to those who live outside the Dominion and visit there occasionally that there has been a great awakening among the best citizens (meaning those who work) in the last ten years. There are thousands of men now in favor of organized effort who used to be diametrically opposed to that idea. Every man for himself, and Satan take the hindmost, has proven as poor a rule for Canada as it has for the United States. To help one another means progress and prosperity, whether it be applied to capitalist or employe. Canadian labor papers are conducted upon broad and independent lines doing splendid work of the substantial sort, while unionism and political reform travel harmoniously together. The political spellbinder of the past has lost his power and the voters are thinking out their own problems. There are, as usual, two political parties — those who have caught on, and those who have not. As far as the railroad telegraphers are concerned, Canada is well organized, nearly every road in the country being scheduled.



THE MUTUAL BENEFIT DEPARTMENT

ASSSESSMENT NO. 9 IS DUE ON
APRIL 1, 1899. TIME FOR PAY-
MENT EXPIRES MAY 31, 1899.

The payment of the application fee of one dollar provided for in the laws of this department is still suspended, and will remain so until the Insurance Committee convenes in May.

Remittances for assessments should always be accompanied by the assessment slip, or slips that the remittance covers.

It is an economical plan to send as many assessments at one time as possible. It saves time, stationery, postage and revenue stamps. As each separate remittance is acknowledged by postal card receipt, it also effects quite a saving for the Department.

One of the great needs of the world is more work and less talk. This is true in all departments of activity. It is especially true in fraternal organizations. There is talk that is work—the talk that convinces a man of his need of the benefits of the M. B. D., and that persuades him to fill out an application for membership. That work talk is always welcome.

Every good act is charity: Your smiling in your brother's face; your putting a wanderer in the right road; your giving water to the thirsty, is charity; exhortation to another to do right, is charity. A man's true wealth hereafter is the good he has done in this world to his fellow-men. When he dies people will ask: What property has he left behind? But the angels will ask: What good deeds has he sent before him?

--From a Sermon by Mohammed.

Article 14 of the laws governing this department relating to assessments and forfeitures is now being carried out to the letter, members should therefore familiarize themselves with it in order that the remitting of assessments may be attended to promptly. The article reads as follows:

Assessments for the payment of approved death claims shall be levied and paid as follows: Not later than the fifteenth day of January in each year, the Secretary shall mail to each member of the Department, at the last given address as shown on the books in his office, notices advising him that on the first day of the several months of February, April, May, July, August, October and November of the same year, he is required to pay an assessment of thirty-five cents for certificate in Series A; fifty cents for certificate in Series B, and one dollar for certificate in Series C.

Should the amount of the assessment thus provided prove insufficient to pay the approved claims against the department, the Secretary shall, by and with the advice and consent of the Insurance Committee, levy extra or special assessments in such sums as are directed, and of which he shall mail notice to each member of the department. If any of the above assessments are not paid at the office of the department *within two calendar months from the date of the notice thereof*, the certificate or certificates upon which such payments have not been made, shall thereupon *become forfeited*, together with all rights to any benefit thereunder, without further notice. If, after the approved claims against the department for the year are paid, there shall be in the treasury to the credit of the fund, a surplus which shall render such action consistent, one or more assessments may be suspended or omitted from the notices for the following year.

The sending of any notice of assessment shall not in any case constitute or be considered as a waiver of any previous unpaid assessment.

Claim No. 4, on account of the death of Bro. Claude S. Fletcher, of Missouri Pacific Division No. 31, is now in the hands of the Insurance Committee.

Gleanings

We should be as careful of our words as of our actions, and as far from speaking ill as from doing ill.—*Cicero.*

* * *

He who learns the rules of wisdom, without conforming to them in his life, is like a man who labored in his fields, but did not sow.—*Sandi.*

* * *

A wise man in the company of those who are ignorant has been compared by the sages to a beautiful girl in the company of blind men.—*Sandi.*

* * *

Influential St. Louis women have issued an address to the public, urging the abolition of child labor under fourteen years in factories and stores.

* * *

If any one speaks ill of thee, consider whether he hath truth on his side; and if so, reform thyself, that his censures may not affect thee.—*Epictetus.*

* * *

You can not love the truth and speak it, love purity and make it the star of your life, without truth and purity shining through you.—*Henry Wilder Foote.*

* * *

Our luxuries must give way to supply comforts to others, our comforts to meet their necessities, and even our necessities to relieve their extremities.—*John Howard.*

* * *

Self-conceit is a weighty quality, and will sometimes bring down the scale when there is nothing else in it. It magnifies a fault beyond proportion, and swells every omission into outrage.—*Jeremy Collier.*

* * *

The great means of doing good, though we cannot tell why or how—only because God so directed it—is by example. We are to be ourselves what we would have others be. And this is not only when others know it, but in all places; for I believe that even what we do in secret affects others.—*Mary Lyon.*

The mind is Heaven born, and comes immediately out of the hands of God; so that to speak properly, we are nearer related to the Supreme Being than to father and mother. *Nemo est tam Pater*, says Tertullian.—*Jeremy Collier.*

* * *

A man, who might carve statues and paint pictures, spending his life in making mock flowers out of wax and paper, is wise compared with the man who might have God for company, and yet shuts God out and lives an empty life.—*Phillips Brooks.*

* * *

Revenge is always the weak pleasures of a little and narrow mind.

The cross is the touchstone of faith.

A woman is the most inconsistent compound of obstinacy and self-sacrifice that I am acquainted with.—*Richter.*

* * *

You must learn to be more tolerant and forbearing with yourself. You need to be as patient, soft, considerate, forgiving, magnanimous and loving with yourself as you would desire to be with another. You are your own divinely given friend, a companion forever inseparable.—*W. R. Alger.*

* * *

If England had crushed out the rebellion of 1776, Washington, Jefferson, Patrick Henry and a host of others that we today delight to honor would have been hanged as traitors and rebels. They would be called anarchist now, all because they fought for their country and lost.

* * *

'Tis much the doctrine of the times that men should not please themselves, but deny themselves everything they take delight in; not to look upon beauty, wear no good clothing, eat no good meat. The truth is, they that preach against them cannot make use of them themselves; and then again, they gain esteem by seeming to condemn them. But, mark it while you live, if they do not please themselves as much as they can.—*Selden.*

Sam Jones was right when he said, "Give me more taffy while I live and less epitaphy when I die." Lamennais said: "I love my family more than I do myself, my village more than I do my family, my country more than my village, and mankind more than my country." Lamennais is dead.

* * *

Speak with none so gladly as with thy God. Let us accustom ourselves the whole day long, and even while in business, to the Lord's presence, and seek, in simple faith, to make ourselves known to him, and to become intimate with him in our hearts.—*Gerhard Terteegen.*

* * *

Do not fall into the common error of joining in the denunciation of this man or that union. Remember that we are all the victims of environments and that a good word, a helping hand and a little encouragement will help to make the other fellow as good, if not better than you. —*Cigarmakers' Journal.*

* * *

Governor Leedy, of Kansas, has signed the bill reducing telegraph rates and placing telegraph companies under the supervision of the "Court of Visitation." The rate fixed in the bill on messages is fifteen cents for the first ten words, day or night, and one cent for each additional word. On newspaper reports the rates are reduced to one-third of one cent for each word during the day, and one-sixth of one cent for each word at night. It provides that no low special rate shall be granted to any one.

* * *

One of the heaviest verdicts returned against an Indianapolis railroad was recently rendered against the Union Railway and Belt Railroad at Lebanon. The plaintiff was John J. Houlihan, who was a telegraph operator employed by the company. He had received an order over the wire, and in crossing the track to deliver it to a train, was struck by an engine and received injuries which, it is asserted, crippled him for life. He brought suit for \$25,000, and the case was taken from Marion to Boone County. The verdict was for \$18,000. The railroad company made a hard fight, and a great number of witnesses were kept at Lebanon for some time. The defendant will take an appeal.

Suits to recover damages for destruction of water pipes from electrolysis will be brought shortly by the waterworks trustees against the several street railroad companies. The city council of Dayton, O., some time ago authorized such action. The waterworks trustees in the meantime have been gathering expert evidence on the causes of electrolysis and its cure, and claim that they have a good case against the street car companies. The first suit and starter in the electrolysis litigation has already been brought.

* * *

Telegraphers who use the Krypton Secret Sounder where it is found necessary to get a greater volume of sound, can arrange it by making a round hole in the top of the box between the letter P in Krypton and the last T in patent. To do this, take a sharp pair of slender scissors, press and turn the point lightly on the box top until it comes through; the edge will then act like a chisel, and, turning it with a light pressure, it will cut a neat hole of the desired dimensions — a quarter of an inch will be sufficient. This hole will allow its use with other sounders.

* * *

Last month, after a heavy snow storm, accompanied by considerable wind, the Oregon Short Line road "lost" all of its telegraph wires, six in number, for a distance of eighty miles north of Ogden, Utah. An inspection of the line revealed the fact that the cross-arms and insulators were covered with a coating of salt from one-sixteenth to one-fourth inch in thickness. The petticoats of the insulators were also heavily coated. This coating, when wet, together with the snow lying on the cross-arms, formed a dead cross. During the middle of the day when the sun was shining brightly, the salt appeared to dry out, and the wires would "come up" reasonably clear. As soon as the cause of the trouble was discovered an engine was started out equipped with a large hose, which was used with hot water for washing off the salt coating. It will be readily understood that the salt was carried in the winds blowing over the Great Salt Lake; and, as salt is a conductor of electricity several hundred times better than water, the short-circuiting of the wires is easily explained.

PERSONAL MENTION

BORN.—To Brother and Mrs. W. R. Lewis, of Proffit, Va., a fine O. R. T. girl, February 1, 1899.

BORN.—To Brother and Mrs. J. W. Kiser, of Ona, W. Va., on February 21, 1899, a bouncing O. R. T. girl.

BORN.—On February 25, 1899, to Brother and Mrs. Nap. Briere, at West Lebanon, N. H., a fine O. R. T. girl.

BORN.—To Bro. and Mrs. M. G. Jones, of Raleigh, N. C., February 8, 1899, a fine ten pound O. R. T. boy. Mother and child are doing well.

BORN. To Bro. and Mrs. O. R. Coffield, of Ellenboro, N. C., March 2d, a fine ten pound O. R. T. girl. "All is well." Bro. Coffield is agent and operator for the S. A. L. at this place.

BORN.—To Brother and Mrs. W. F. Bossner, of Westerly, Rhode Island, on February 13th, a ten pound O. R. T. boy. Cigars are next in order.

BORN.—Brother and Mrs. J. C. High, of Kansas City, Mo., were happily blessed by the arrival of a fine nine pound O. R. T. boy, on February 11th.

BORN.—To Brother and Mrs. A. N. Keim, of 115 Railroad street, Pittston, Pa., February 16th, a fine twelve pound boy. Both mother and boy are getting along nicely.

BORN.—To Bro. and Mrs. A. A. Adkins, of Ashland, Ky., a fine O. R. T. girl, on January 29, 1899. Bro. Adkins is general chairman of C. & O. System Division No. 40.

BORN.—To Bro. and Mrs. M. L. Harrison, of Scott Depot, W. Va., February 9, 1899, a fine eight pound O. R. T. girl, all doing well except May, who has so far failed to produce the cigars, but as this is his first offense we will have to forgive him.

MARRIED. Bro. S. C. Yates, of Mountville, S. C., was happily married February 5th, to Miss Tallulah Lee Lindsay, of the same place. Miss Lindsay is one of Eve's fairest daughters, and the belle of the state.

DIED. January 16, 1899, Bro. A. L. Walton, of West Frankfort, Ill., of pneumonia after a short illness. Bro. Walton was an attached member of the Grand Division at the time of his death, but at one time was a member of Indianapolis Division.

WANTED.—Present address of J. J. Lanning. When last heard from was on the Santa Fe in Colorado in 1897. Anyone knowing of his whereabouts will confer a great favor by dropping me a card.

E. F. GLASS,
Arkansas Junction, Colo.

AMONG the visitors at headquarters recently were, Bros. J. M. Hickey, General Secretary and Treasurer of G. C. & S. F. Division No. 20; C. D. Clark, General Chairman of same Division; J. Harris Rehl, of Cleveland, Ohio; A. B. Stilwell, of Denison, Texas, and T. J. Hall, of the Grand Division.

MARRIED.—In Sarnia, Ont., on January 25th, Etta L. Smith, of Sarnia, and Bro. Geo. F. Downing, of Port Huron, were united in matrimony, at the home of the bride's sister. Bro. Downing is a member of the Grand Division, and at present is employed on the day force at the Tunnel Depot, Port Huron.

A snow slide at Rogers Pass, B. C., on January 31st, caused the death of eight persons. Among them were Bros. Wm. Cator and T. H. Corson, of C. P. R. R., Division No. 7. Bro. Cator's wife and two children were also among those who were instantly killed. A full account of this terrible accident appears in the Fraternal Department.

MR. FRED. E. ELDRIDGE, first trick, train runner for the L. V. R. R., Wyoming Division, at Wilkes Barre, Pa., has been promoted to Train Master and Division Operator. Many of the old L. V. men, who have secured work elsewhere, will be pleased to hear this, and the O. R. T. brothers throughout the country wish him a continuation of good luck.

MARRIED.—At the home of the bride's mother in Guyandotte, W. Va., on February 1, 1899, Bro. R. M. Yates and Miss Sadie McMann were united in matrimony. After a short "spoony moon" they will be at home to their legion of friends at Barboursville, where Bro. Yates is employed as night owl for the C. & O. Congratulations by the bunch.

DIED.—Charles R. Hubbard, of Covington, Kentucky, died of consumption, at Saw-onnoa, N. C., February 18th. Poor "Hub" had gone there for a change of climate, but he had put it off until too late. He was formerly employed on the O. & M. Division of the B. & O. S.-W. Ry., also on the C. & O. Ry. His remains were interred at the Linn Grove Cemetery, Covington, Ky., February 20, 1899.

DIED. March 7, 1899, Thomas G. Franks, aged 42 years. Thomas G. Franks, a member of the firm of J. W. Franks & Sons, of Peoria, has been in charge of the press work on THE RAILROAD TELEGRAPHER for many years past, and the character of the work tells of the painstaking care that he loved to bestow upon it. His genial presence and friendly counsel will be sorely missed. He had been ill for many weeks with a complication of troubles, but all through his painful sickness he was the same patient, cheerful "Tom" whom none knew but as a friend.

BROTHER R. C. WALKER, of Washington Division No. 171. and Bro. H. L. Ruark, of the Grand Division, who, it will be remembered, were members of Rear Admiral Dewey's crew, on the flagship Olympia, in the great naval battle of Manila on May 1st, have received their discharges, their term of enlistment having expired, and are now enroute home. They are expected to reach New York about April 1st.

BY THE death of Jesse H. Bunnell, of New York, the telegraph fraternity loses one of its prominent members. He was born in Massillon, Ohio, in 1842, entered the telegraph service at the age of eleven years, won the record for fast sending in 1860, and later entered the military telegraph service, where he distinguished himself for coolness and bravery. He was the head of the well-known electrical supply firm of J. H. Bunnell & Co., of New York. An attack of la grippe was the cause of his death, which took place in Brooklyn, February 8th. He leaves a widow, two sons and two daughters.

MARRIED.—On Wednesday evening, February 22, 1899, Bro. John Clarke Tucker, of Willocks Station, Pa., and Miss Blanche Reba Hardman, of East Pittsburg, Pa., were married at the residence of Mr. and Mrs. Burton A. Boore, Larimer avenue. Mr. and Mrs. Tucker left on a short wedding trip to the East, and upon their return will go to housekeeping at Willocks, where Bro. Tucker is operator and agent for the B. & O. R. R. Bro. Tucker is an old and faithful member of Pittsburg Division No. 52, and is the chairman of the Local Board of Adjustment on the B. & O. R. R. The members of Division No. 52. extend their warmest congratulations to the happy couple and wish them a long and prosperous journey through life together.
J. W. B.



MISCELLANY

Telegraph Cables in War.

THE discussion by commander C. H. Stockton, in the proceeding of the United States Naval Institute, of the law concerning submarine telegraph cables in time of war, deals with a question comparatively new, and thus far meagerly treated by the publicists, although of great and growing importance. In our war with Spain it came to the front at once through Admiral Dewey's cutting of the Manila cable, and it continued to attract attention through the cable cuttings in the Gulf of Mexico and the Caribbean Sea.

Exactly ten years to a day before Dewey fought his last battle the Paris agreement for the protection of submarine cables went into effect. That international agreement, made March 14, 1884, and ratified April 1, 1885, to go into effect on May 1, 1888, our country being a party to it, expressly declared, in Article XV, that its stipulations should "in no wise affect the liberty of action of belligerents." The Belgian delegate, M. Orban, remarked that he understood this liberty of action to include the belligerent right "to cut submarine cables, even those that land on neutral soil;" and Lord Lyons, in behalf of England, said that a belligerent power that signed the agreement would not be restricted by it in time of war. Probably the Hon. Levi P. Morton, who represented us, interpreted the agreement in the same way.

During the war of 1870 between Germany and France, the war between Chile and Peru and the subsequent Chilian civil war, cables were cut in the high seas as well as in belligerent waters. And this was really the logical result of the rule that makes materials for constructing telegraphs, under certain circumstances, contraband of war; for, of course, the completed cable, actually aiding the enemy, is still more useful to

him than the mere material for construction going to him as cargo. Neutral interests may suffer temporarily through cutting the cable, but, as Commander Stockton points out, the case is analogous to the extinction of coast lights and the removal of buoys, which the neutral submits to as a military necessity in time of war. A cable owned by a neutral, and laid from a neutral country to a belligerent port, could greatly damage the interests of the besiegers of that port by forwarding dispatches, and hence may be lawfully cut, just as the vessel of a neutral carrying dispatches to a blockaded port may be captured, even on the high seas.

On the other hand, a cable between two neutral ports, although one link in a chain reaching to the country of a belligerent, or from that country to its own colony, ought to be held inviolable. The Institute of International Law declared in 1878, that any submarine telegraph cable that unites two neutral territories should be inviolable, so that in the case just supposed the objectionable cable, if cut, should be cut at some other link. One escape from absolute interference with such a cable at an intervening neutral station or landing place, as suggested by the essayist, might be assured by a censorship on the messages by the neutral. Or the belligerent could lay a loop outside the neutral territory.

At all events, one belligerent is not unreasonable in demanding that the neutral should not permit messages from the other belligerent passing through neutral territory, of a nature injurious or disadvantageous to himself. It is not unlike the transit of troops through neutral territory; even if such be granted alike to both parties, it may still work injuriously to one of them. If, however, neither belligerent offered objection, or if mutual consent was definitely given, permission to use the cable indiscriminately



H. M. DAVIS	C. E. BAKER	M. W. JOYCE	J. S. BURKHARD	M. M. DOLPHIN	W. L. TAYLOR
BOARD OF ADJUSTMENT AND SCHEDULE COMMITTEE KANSAS CITY, OMAHA & ST. LOUIS RY. AND QUINCY, OMAHA & KANSAS CITY RY.					

inately by both belligerents could be properly allowed by the neutral country or by the neutral cable company.

When possible cable communication generally should, of course, be kept open for commercial or other innocent intercourse, and in many cases a government censorship can meet the circumstances and requirements of the war and prevent injury to a belligerent. It is gratifying to know that to this solution of the question the practice of the United States in the late war greatly contributed.

Examining Admiral Dewey's action in the light of these principles, we learn that the Manila Hongkong cable was owned and controlled by English and Danish companies, and subsidized by the Spanish government. The admiral offered, after his victory, to share its use with the Spaniards for dispatches, but the governor-general refused, and then the admiral promptly cut it, as he had the right to do. The company's subsequent refusal to send his dispatches through to Hongkong on his offer to pick up the cable and provide an instrument for using it in Manila Bay was based, of course, on the fact that it would have aided one side to the detriment of the other; and it can well be understood, too, that the company might have been especially reluctant to do this, after having been subsidized by Spain. The admiral was right, however, as to all he did in this matter, as in others, and it would have added an interesting precedent if his offer to become a joint customer with the governor-general in sending dispatches for Washington and Madrid respectively had been accepted.—(*From the New York Sun.*)

Teaching Chinamen Telegraphy.

A STORY comes from California that the Chinese are taking up the study of telegraphy. It is to be hoped that they will not drop their allegiance to the Six Companies when they become full fledged telegraphers, as the business surely requires the aid of some such combination to put wages on a living basis. There is just one redeeming feature about the Chinese, and that is that they believe in close organization to advance their own interests, and do not drop members for non-payment of dues. It may be true that they drop delinquents with a short section of lead pipe, but in extenuation it may be said that it is only after all peaceable methods have been tried, and they prefer to bury a "non" rather than try to reorganize him. They figure that it saves time and trouble, and is entirely effective as far as the present incarnation is concerned.

The following interesting item is taken from the pages of the *Telegraph Age* for February:

"Miss Irene and Salena Heckle, the first-named a telegraph operator, have opened a Chinese school at Fresno, Cal., where the three Rs and telegraphy are taught. Fong Kom Chun, a Chinese solicitor from the Valley Railroad, is one of two apt pupils in telegraphy.

"It is Fong's ambition to be a telegraph operator, and for a long time he has been trying to learn its science, but could never obtain a chance to study. He has a key and sounder, and is now industriously learning the alphabet. Miss Heckle says he is a very apt pupil, and receives fairly well.

"When he masters telegraphy it is Fong's ambition to go to San Francisco and obtain a position as operator in an office in Chinatown, where he would command big wages on account of his knowledge of Chinese and English in addition to telegraphy.

"Some eight years ago Fong did his very utmost, but without success, to find some operator in San Francisco to teach him telegraphy. At that time he was employed by the American District Telegraph Company as inspector of Chinatown messenger boxes.

"It is argued that after these coolies have mastered the business, they will not try to follow it up; that both are already wealthy, and that a Chinaman with an education sufficient to enable him to learn telegraphy can make dollars among his own people, where he would not be able to make cents in the telegraph business. 'Those who make this argument do not know a Chinaman as we of the West do,' writes a California member of the craft.

"In the first place, a Chinaman would consider it a great honor to be able to work a wire, and his fellow countrymen would worship him as they now worship their Joss.

"If he could only find a manager or chief operator who would employ him at thirty dollars a month, he would think he was in Heaven. Even though these Chinamen are wealthy, I have no doubt they would gladly accept thirty dollars a month, and try to do the same work that one of us now receives ninety dollars or more for doing.

"But this is not what the immediate result will be. As soon as Ah Fung, Wan Lung, or any other Mongolian masters the art, Chinese schools of telegraphy will at once be opened, and it goes without saying that they will make better success as teachers among their own people than Miss Heckle can hope to be.

"The ultimate result is easily seen, and not pleasant for the rising generation to contemplate."

"Miss Heckle denies that she is teaching the Valley Road Chinese solicitor telegraphy, but admits that she wrote out the alphabet for him, and allows him to practice in her school."



CHIEF JUSTICE MEREDITH, OF ONTARIO
Joint Arbitrator.



F. P. SARGENT, OF THE B. OF L. F.
Representing the Telegraphers.

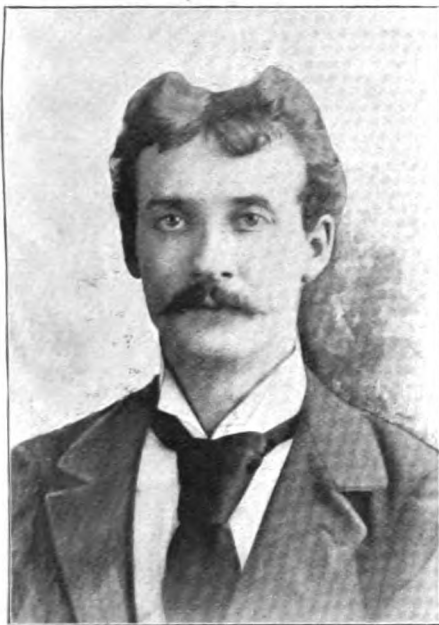


HON. B. B. OSLER, QUEEN'S COUNSELOR
Representing the Company.

**BOARD OF ARBITRATION IN SETTLEMENT OF WAGE QUESTION
BETWEEN THE GRAND TRUNK RAILWAY AND THE
TELEGRAPHERS OF THAT SYSTEM.**

E. J. Barrett

was born in the village of Eaton, Ohio, October 8, 1872; moved to Greenville, Ohio, in 1873, where he attended school. He went into a dry goods store at Dayton in 1885, remaining there but a short time. He learned the art of telegraphy on the P. C. C. & St. L. at Columbus, Ind., and entered the service of the C. H. & D. at Jamestown, Ohio, as telegraph operator, and shortly



E. J. BARRETT.

afterward was promoted to the freight house in Dayton as operator, where he remained until July, 1892, when he was promoted to the city office at No. 9 South Main street, Dayton, as telegraph operator, one of the most important offices on the system, which he now holds, having been in the service of the C. H. & D. for the past ten years. He has been elected Delegate to the Peoria Convention.

R. W. McGarvie

was born in Williamson, Pa., May 24, 1861, and his first position as an operator was on the Canada Southern Railroad at Rockwood,

Mich. He served that road as agent and operator for more than six years. Resigned to go to the M. C. R. R. as operator at Mackinaw City, only stayed there a few months when he accepted a more lucrative place on the D. M. & M. at St. Ignace, Mich. Was promoted to operator in the general offices at Marquet, resigned and went back to St. Ignace, going into the stationery and news business, and was the manager of the W. U. at that place. In May 1883 he branched out as a printer and publisher, starting the *St. Ignace Semi-Weekly News*, with Charles George Cavanaugh, another old time oper-



R. W. M'GARVIE.

ator in charge of the printing department. The strike of the Brotherhood of Telegraphers coming on he cut out the office, boxed the instruments and books of the company and notified Superintendent C. Corbet at Detroit, to take them away. He visited the striking operators at Detroit, Toledo, Cleveland and Chicago, assisting them morally and financially. The panic in the winter of 1884-5 ruined him as it did many others. Transferring the *News* to Mr. Cavanaugh he went west and accepted a position as night operator at Wadena, on the N. P. R. R., but the climate not agreeing with him on account of his lameness, he resigned soon after and went to Denver, where he

secured a position as agent and operator on the D. & S. P. branch of the U. P., under D. K. Smith at Kenosha. Seven months after he was obliged to go to the hospital, where he was for several months. Returning to the road he worked as operator and agent at Breckenridge, Dillon and Dickey. There being a misunderstanding about his salary he resigned and went to California, and was appointed agent for the Southern California Railroad at Barstow, Cal., opening that station in November 1885.

In March, 1886, he was transferred to San Diego as operator and ticket agent; in August 1886 he resigned and went into the real estate business as a broker, and was very prosperous until the boom broke in 1888. In February, 1889, he received the nomination for city treasurer and tax collector on the republican ticket, but was defeated along with the rest of the candidates on that ticket. On April 22d of that year he was among the boomers, who sought fortune at Oklahoma, and his was the first sign as a real estate agent, to be flung to the breezes of that town. He secured a lot on what is now known as Oklahoma Ave., in the center of the town. The climate not being to his taste he sold out and returned to San Diego.

In January, 1890, he went to Salt Lake, and was made agent of the R. G. W. R. R. at Clear Creek, Utah. The rigors of winter were too much for him and he went back to San Diego, where he was appointed deputy county clerk. He afterwards organized the Southern California Railroad solid, and was the means of the members on that road procuring a schedule that greatly increased the pay of every man in the service. Through political pull he lost his place as deputy county clerk in March, 1892, and went to San Francisco and organized for Pacific Division No. 170, and started the *Pacific Coast Railroader*, a semi-monthly, in the interest of the O. R. T., and all railroad orders. Poor health compelled him to abandon the paper. He was elected as delegate and represented his division in the Grand Division at Denver, Toronto and St. Louis, and will do so again at Peoria.

He is now Deputy Supreme Governor, of the American Guild, of Richmond, Va., for California, a position he has held for three years past.

F. A. Baldwin

was born at St. Augustine, Illinois, June 16, 1858. He entered the service of the Chicago, Burlington and Quincy Railroad as agent and operator in 1876, and left them to go to the Union Pacific Railroad in 1879, and has been with that road in various capacities



F. A. BALDWIN.

ever since. When a System Division was formed on the Union Pacific he was elected General Chairman and still holds that position. He was elected delegate to the Peoria convention of 1899.

J. H. Byrne.

The subject of this sketch studied telegraphy at Georgetown in the year 1870 under the tuition of Mr. Charles Prescott, now in a responsible position at Beverly, Mass., as stationmaster on the B. & M. Railway, who was in that year telegraph operator at Georgetown, Prince Edward Island, and having been called to work at the head office at Charlottetown, his pupil was given charge of the office at Georgetown during the absence of Mr. Prescott.

On his return his pupil and young operator was given a position with the Anglo-American Co. at Charlottetown, the capital of the Province, as operator. Working there

for some time he took a position in a leading commercial establishment in the same town, and after some time he re-entered the service of the Anglo-American Telegraph Co., and was appointed to a position at Georgetown, his native home. The same year the Government took charge of the Prince Edward Island Railway, and when the telegraph office at Georgetown was removed into the railway station, he, of course, moved with it as telegraph operator, which position he held for about two years, when he was promoted and transferred to Emerald as station master, remaining there two years.



J. H. BYRNE.

A vacancy having occurred in Georgetown he was appointed stationmaster there, which position he has since held acceptably and satisfactorily to all concerned. He is a member of the C. M. B. A. and Financial Secretary since the opening of Branch 275 at Georgetown in 1896; was a delegate to the Grand Council of the organization held at Quebec in August, 1898. He is also a member of the I. O. O. F., holding the office of Financial Secretary in Court Ferndale, 1055. He is representative of O. R. T. to the next meeting of the Grand Council to be held at Peoria in May.

A. R. Hume

was born at Standardsville, Va., June 9, 1873. He got a smattering of telegraphy at New Market, Va., in 1889, and held a position as operator for a short time on the private line of Rosenberger & Shirley, at Standardsville, Va. In 1890 he accepted a position as clerk with the Western Union, at Roanoke, Va. In 1891 he accepted a position on the Chesapeake and Ohio Railway, and after working the required time joined Division No. 157, O. R. T., at Lynchburg, Va., where he served some time in different offices. In 1892 he returned to Roanoke, Va., and accepted a position as operator with the Roanoke



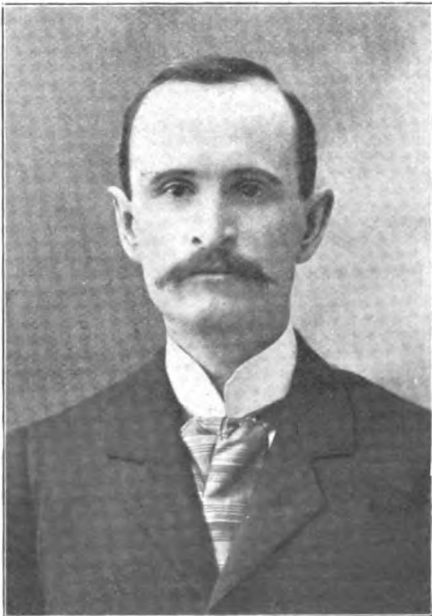
A. R. HUME.

Machine Works, transferring his membership in the O. R. T. to Roanoke Division No. 113, where he filled several offices to the entire satisfaction of the division. He took a prominent part in the union meeting held at Roanoke, Va., in July, 1896, and some of the best features of that meeting were arranged by him. He served for a long time as one of the Board of Directors of the Brotherhood Mercantile Company, of Roanoke, Va., and has always taken a very active part in labor organizations. Owing to a reduction of the force Bro. Hume lost his position at Roanoke in 1897, but later accepted a position on

Pocahontas Division, N. & W. Ry., and served as Chairman of that Division until August, 1898, when he accepted a position as assistant shipping clerk with the Pocahontas Coke Company, office at Vivian, W. Va. He represented Roanoke Division No. 113 at the St. Louis Convention in 1895, Peoria, Ill., in 1897, and will represent them again at Peoria, in May, 1899.

L. N. Parsons

was born in October, 1866, at Jarvis, Ont., where he learned telegraphy in his early manhood. His first work in his chosen profession was for the N. & N. W. Ry., in 1886. After putting in a year at Toronto and Hamilton he transferred to the Michigan Central Railway in 1887, and has since that



L. N. PARSONS.

time been in Windsor, and was promoted to his present position as ticket agent and telegrapher in 1893. He joined the O. R. T. in October, 1887, and was a delegate from Detroit Division to the Toronto convention, and has again been elected delegate from Niagara Falls Division No. 255 to the Peoria convention to be held in May next.

Patrick H. Enright

was born at Campbell, Steuben County, New York, March 15, 1865, and graduated from the High School of his native town in 1882. In 1885 he entered the service of the Delaware, Lackawanna and Western Railway as operator at Elmira, N. Y., where he remained until the summer of 1892, when all the members of the O. R. T. were compelled to leave the service of that company; he was then employed by the Lehigh Valley Railroad until the fall of 1893, when he accepted



PATRICK H. ENRIGHT.

a position with the Long Island Railroad at Brooklyn, which position he still retains.

Brother Enright has long been a staunch member of the O. R. T., having joined J. T. Connors Division No. 93, located at Binghamton, N. Y., in 1887, being successively elected Secretary and Treasurer and Chief Telegrapher of that division, and was one of the few members thereof who remained with the Order when "protection" was adopted, having joined Buffalo, N. Y., Division No. 163 when Division No. 93 was disbanded.

In 1897 he became a member of New York Division No. 44 (formerly Brooklyn No. 129), and at the annual election of 1898 he was

elected Chief Telegrapher of that division and Delegate to the Grand Division at Peoria, Ill., in May next. Brother Enright is also a member of the Board of Adjustment on the Long Island Railroad, and enjoys the esteem of a large circle of friends within and without the Order.

L. G. Jackson,

otherwise "Pete," was born at Point Pleasant, Guernsey County, Ohio, July 10, 1873. Received a common school education at that place and also learned telegraphy. His first work was on the Cleveland and Marietta Railroad as extra agent and operator. Since then he has been in the employ of the Cleveland, Lorain and Wheeling, the Northern Pacific, the Baltimore and Ohio Railways,

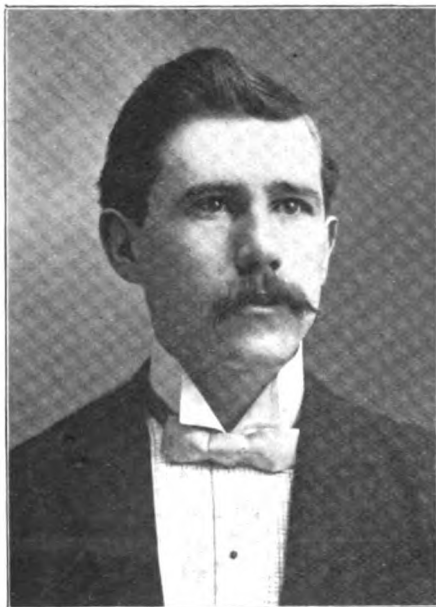


L. G. JACKSON.

and the Western Union Telegraph Company. He was dismissed from the service of the C. L. & W. R. R. because he refused to withdraw from the Order, thus showing a commendable fidelity to principle. He has been a member since 1890, also a member of the General Committee on the B. & O. R. R. for more than a year past, and was elected alternate from Columbus, O., Division No. 38.

E. B. Pengra

is a son of the golden West, having been born within three miles of his present home, Springfield, Oregon, May 21, 1872. He commenced work in the telegraph business July 3, 1893, entering the service of the Southern Pacific Company. Bro. Pengra is a conscientious worker in the interests of his fellow telegraphers, and is a pusher instead of



E. B. PENGRA.

a leaner. He, with the help of a few other zealous brothers, has been successful in solidifying the Oregon end of the Southern Pacific system in the interests of the Order of Railroad Telegraphers. He has recently been elected as a member of the Local Board of Adjustment, also as alternate to the Peoria Convention from San Francisco Division No. 170.

E. L. Kelley

was born in the City of Chatham, Ont., Canada, July 8, 1869, where he received a common school education. He entered the railroad service in 1889 in the city ticket office of the Canadian Pacific Railway, at Chatham, where he learned the art of telegraphy.

In 1890 he removed to St. Louis, Mo., where he was employed as clerk with the wholesale firm of Cahill, Collins & Co. until 1892, when he removed back to Chatham, and was employed by the Manson-Campbell Mfg. Co., until 1893, when he took service with the C. H. & D. Ry. Co. as operator at Washington C. H., and was afterwards

receiver's office, east yard, Harrisburg, which position he still fills with credit, this being one of the most responsible offices in the Harrisburg yard. Bro. Olewine is a charter member of Harrisburg Division No. 3, and is ready and willing at all times to do anything for the good of the O. R. T. At the recent election of officers he was re-elected



E. L. KELLEY.

promoted to operator at Dayton, O., the position he now holds. He first joined the Order of Railroad Telegraphers in 1895, and when the C. H. & D. System Division No. 21, O. R. T., was opened in 1898 he was appointed as General Chairman. He was elected Delegate to the Second Biennial Convention.

H. B. Olewine

was born in Harrisburg, Pa., September 17, 1869. At the age of seventeen years he commenced the study of telegraphy in the chief dispatcher's office of the Pennsylvania Railroad Company, at Harrisburg, and on June 17, 1887, he entered the service as extra operator on the Middle Division, serving in that capacity until the following January, when he was placed regularly at the train



H. B. OLEWINE.

to the office of First Assistant Chief, this making the third consecutive term for that office. He was also elected alternate to the Second Biennial Convention.

C. S. Smith

was born at Belleville, Illinois, May 9, 1876, removed to Fredonia, Kansas, with his parents in the fall of 1882, where he attended school, graduating from the high school there in May, 1892. He entered the service of the Western Union Telegraph Company at Fredonia, where he learned telegraphy, and in the latter part of 1893 entered the service of the Atchison, Topeka and Santa Fe Railway as telegrapher. Since that time he has been with the Frisco line, the Postal Telegraph Company, the Missouri Pacific Railroad, the Western Union Telegraph Company, the Midland

Terminal Railway, and the Florence and Cripple Creek Railway, and is now back to

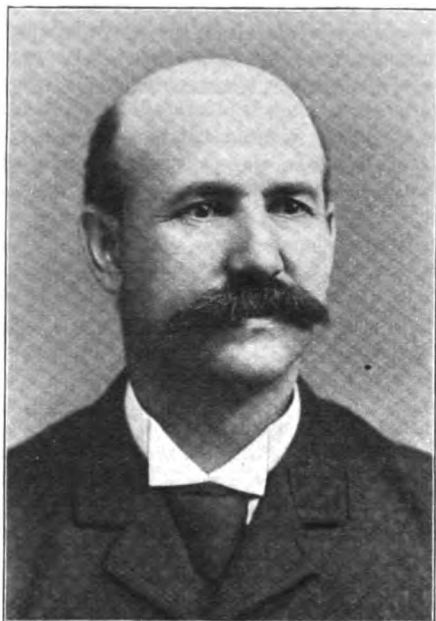


C. S. SMITH.

his first love, the A. T. & S. F. Ry. He was elected alternate to the Peoria convention.

J. G. Garland

was born in the year 1845, at Buffalo, N. Y. At twelve years of age he had mastered the mysteries of the art telegraphic, and soon after entered the service of the Michigan Central Railway. In the year 1861 he quit the railway service and joined the United States Military Corps, and was with them for over three years, during which time he gathered more experience than he thought was necessary. After the war closed he was employed in the United States House of Representatives, Postoffice and Department Service for over twelve years, when he again went into the railroad service. Since that time he has been with the M. C. R. R., St. P. M. & M. R. R., N. P. & B. Hill's R. R., and for the past eighteen years in Colorado with the Colorado Midland and the Denver and Rio Grande, working as telegrapher and train dispatcher. He has been



J. G. GARLAND.

elected delegate from Pikes Peak Division No. 49.

C. W. Baynham

was born June 7, 1870, at Fulton, Missouri. He commenced his railroad career in 1888



C. W. BAYNHAM.

in the department of maintenance of way; entered the telegraph service in 1891, afterwards went into the train service, but eventually returned to telegraphing and is now employed by the St. Louis and San Francisco Railway at Mound Valley, Kansas.

Bro. Baynham was General Chairman of Frisco System Division No. 32 and was largely instrumental in securing a schedule for the telegraphers on that line in 1898. He has been elected Delegate to the Second Biennial Convention.

John Robert Bowers

was born December 20, 1873, at Reading, Pa.; went to public school there until eleven years of age, then removed to Belleville, Ohio, where he learned the art of telegraphy with a relative. Since that time he has



JOHN ROBERT BOWERS.

been employed as telegrapher by the B. & O. Ry., the Erie Ry., the C., H., V. & T. Ry., the N. Y., C. & St. L. R. R., and the C., H. & D. Ry., where he has been promoted to train dispatcher. He was elected alternate to the Peoria Convention.

Liquid Air.

A SCIENTIFIC discovery that is too expensive to be used is not of much practical value. It is said that the first ounce of liquid air produced in England cost three thousand dollars. Liquid air at that price was too dear. An American, Mr. Chas. E. Tripler, set himself to cheapen it, and succeeded. He can now produce it at a cost that will place it within the reach of the scientific and mercantile world. In the *Cosmopolitan* Mr. Tripler tells some of the results of his experiments.

Liquid air, which is simply ordinary air from which most of the heat has been extracted, can now be very easily produced. Some fifteen minutes after the process is started, a clear, frosty looking liquid begins to pour from a tube about an inch in diameter, and speedily fills the receptacle beneath. This rate of production can be maintained all day if desired. One cubic foot of liquid air represents nearly eight hundred cubic feet of ordinary air, and in its expansion as it returns to its gaseous state, lies a power of the highest efficiency.

This wonderful substance, which it was once believed could never be obtained, is not to be trifled with. It may be touched with impunity, providing one is not too deliberate in movement. A pause would mean a frost-bite at least.

An oyster dropped for a moment in a bowl of the liquid becomes as cold as if it had remained in a refrigerator for hours. If it be immersed long, it becomes as hard as the shell from which it was extracted. Raw beefsteak may be frozen in the liquid until it rings like a piece of bell metal. While in this condition it may be pounded into a powder. Butter similarly treated may be pounded into a fine dust, as can also eggs and fruit.

When liquid air is brought to bear upon substances that do not usually freeze, its extreme coldness becomes apparent. Mercury remains liquid at all ordinary temperatures, but solidifies at about forty degrees below zero. If half a pint of mercury be placed in a mold, and over the surface a quantity of liquid air be poured, the quicksilver soon forfeits all claim to its name, and is frozen into a rigid bar resembling a block of tin, but so cold that it almost blisters the flesh to touch it.

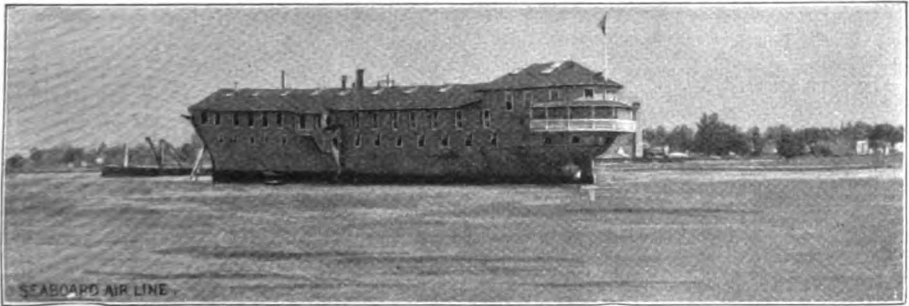
An Empty Stomach.

NAPOLEON THE GREAT is credited as being the author of the celebrated apothegm: "An army travels on its belly." This maxim of the famous Corsican contains an important truth that can be applied to civilization, to society in all its branches, as well as to a marching army. The question of primal importance to all is that of bread and butter; until the bread and butter problem is solved, there is no room for the consideration of any other.

An empty stomach is a poor foundation upon which to attempt the erection of a new social structure; the multitude—as of old—must be fed first, before any attempt is

devote his whole energy to the task of hunting for bread. On the other hand, when the worker is steadily employed; when his hours of labor are not too many and tedious; when he is not haunted with the specter of no bread tomorrow, he is in a position, and inclined to think out the solution of other problems than that of merely allaying the excitement of the sensory nerves of his stomach. He is in a condition that admits of his mind soaring to a higher plane. He contemplates his surroundings and becomes dissatisfied. He searches for a way out.

This peculiarity that is bred from having a sufficiency of bread and butter, is recognized and appreciated by the capitalistic class, and its every energy is directed



RECEIVING SHIP FRANKLIN, U. S. NAVY YARD, PORTSMOUTH, VA.

Courtesy—Seaboard Air Line.

Gracefully anchored in its haven of rest, the broad bosom of the Elizabeth river, a short distance from the Navy Yard, floats the receiving ship Franklin. During the Civil War the Franklin (5,170 tons) was assigned to service in the Mediterranean waters. In 1877 she was retired to her present position (succeeding the New Hampshire), and has been stationed here ever since in honorable if "innocuous desuetude." When in active service, she carried a complement of from 700 to 800 men. She now furnishes good accommodations to (at times) as many as 450 enlisted sailors, who are trained and transferred to other ships as needed.

made to preach the new kingdom. The hungry man is a desperate man until his craving for food is appeased; with the distention of his stomach his desperation dies. The well-fed man has a healthy and active brain, and, if he belongs to the ranks of labor, he is a revolutionist.

When the opportunity to labor is reduced to that point where the worker can only get a bare sufficiency to keep body and soul together, he has no chance to think—even if he had the inclination—of anything higher than mere bread and butter. In numerous instances his thoughts do not soar so high as the butter mark, for that would mean, to a certain extent, luxury; he is forced to

to the end that the staff of life be not too easily possessed. With mathematical accuracy it adjusts the amount of bread that shall be consumed by the worker, always taking care that that point shall not be reached where his thoughts would revel in the socialistic ideal of enough for all, or any such heresy. When it is noted that he contemplates a shorter working day, for instance, and his thoughts find expression in this direction, his bread is shut off, and the struggle begins anew for tomorrow's breakfast. When the hunt for the breakfast begins, the agitation for a shorter work day dies of neglect. How can tomorrow's breakfast be assured?

First: The workers must organize. The few who are now organized have a greater assurance that their bread and butter will be forthcoming than those who are not; and this assurance becomes more certain as the number organized increases. With organization comes discipline; with discipline comes well directed effort; when there is a well directed effort towards improvement in any economic direction, the effort will be successful. Any spasmodic attempt without organization will fail.

Attention, then, and agitation towards organizing the scattered forces of the workers, so that all may be educated to that point where they will see the necessity of joining and upholding the union of their craft; then educate them still further until they reach the point where they will vote away forever the specter of no bread and butter. But they must be organized!—*Machinists' Journal*.

A Case of Swelled Head.

ALMOST every day we learn of some telegraph or railroad official who has lost his position on account of "swelled headism." Three cases of the kind have recently come to our notice. One of them being out of the ordinary is worth reciting, as it relates to the general manager of a railroad who had, by hard and diligent study, sought how best to oust out of a position the man next above him in authority, and to capture the place for himself. He succeeded by these methods in rising from the telegraph key to the position herein mentioned. His telegraph friends were numerous, and all of them delighted at one time or another to advance his interests whenever they could consistently do so. He finally reached the position he had long sought, that of general manager. When he thought he was fully entrenched with the safeguards and permanent features that usually surround such positions, he exposed his true character by wheeling about and laying his heavy hands upon old and trusted friends and employes. In the course of three months after his appointment the old familiar faces were marching to the outer gates of employment in one solid solemn procession, while new and inexperienced people took their places. Under such con-

ditions harmony and concord had vanished, while discontent spread to every department of this once perfectly organized company. Things went from bad to worse, yet it never once dawned upon this autocrat that even ordinary railroad directors would not always tolerate such abuses or the mismanagement of their property.

On December 31, 1898, among the official communications received by this self-constituted king was one, the body of which read: "After this day your services as general manager of this road will not be required. By order of the board of directors." The letter was signed by the president of the road. Thus was the career of a too-suddenly-promoted individual brought to an abrupt close. Since history has unwillingly and blushing recorded the above facts, the ranks of the telegraph profession have been augmented by the addition of one good operator. It is a consolation, however, to remember that where one person fails a dozen persons succeed.—*Telegraph Age*.

Recent Elections in Ireland.

WONDERS will never cease, and the Irish people, or, to be more accurate, the working people in Ireland, who have been humbugged probably more than any other people, have surprised the world without any blare of trumpets or boasting of what they intended to do, by electing a number of members to city councils. It must have appeared to the aristocracy of Ireland in the nature of a revolution. In some instances the labor representatives have absolute control of the city government.

The consensus of opinion is that a strong labor party will exist in Ireland, and that it will have to be reckoned with in the future. Whether it will be of any practical value to the Irish toiler is, however, another question. While the Irish have clamored for home rule for years, yet they have clamored for a home rule that would unquestionably bring disaster to the humble toiler at least, so long as the landlord, the capitalist and monopolist are allowed to hold the reins of government in their hands.

The small population of the country under the kind of home rule that the home rulers desired would have to maintain an army and

a navy, as well as a government, and as the Irish toiler would have to support them, it is safe to presume that he would be taxed out of all comfort.

During recent years the Irish have taken gigantic strides along progressive lines, and the probability is that an Irish labor party would demand the abolition of private ownership of land and the public ownership of all public utilities. It might even go a little further, but if it is satisfied to go thus far, it will no doubt live and prove itself a power in paving the way for the real eman-

to be any near prospect of further fighting the man wanted to return to his family and his old occupation.

To the Secretary it was a meritorious case, and he decided to issue a discharge for the man. He called in an officer from the navigation bureau and made known his wishes. "It can't be done, Mr. Secretary," said the officer. "A sailor cannot be discharged except for cause." The Secretary sent for the chief of the navigation bureau. "I want to have this man discharged from the navy," he announced. The chief knit his brows

PASSENGER
STATION
OF THE
SEABOARD
AIR LINE
AT
PORTSMOUTH,
VA.

Courtesy—Sea
Board Air Line.



cipation of the Irish people. Students of social questions will watch the growth and achievements of the new party with intense interest.—*International Woodworker*.

Jack's Odd Discharge.

THERE are many stories told about the manner in which secretaries in the different departments are hampered by what is known as regulations, law and general red tape. An instance of this occurred the other day in the Navy Department. A case had been presented to Secretary Long concerning an enlisted man who went into the navy as a sailor at the beginning of the war, but as there did not seem

and replied: "Mr. Secretary, the laws and regulations are very strict; the man cannot be discharged from the navy except for cause."

The Secretary was not yet satisfied, and requested the attendance of the judge-advocate general, the law officer of the department. "Is there any way in which a man may be discharged from the navy?" asked the Secretary. "Oh, yes," answered the lawyer, "any man can be discharged for cause." "Not otherwise?" asked the Secretary. "I am anxious to have this man discharged." "Well," answered the judge-advocate, "the law says a man cannot be discharged from the navy except for cause, and the reason stated in his discharge."

The Secretary looked at the officer for a moment and then said, with a twinkle in his eye: "Make out this man's discharge," and added, after a slight hesitation, "because it rained yesterday morning." The man received his discharge.—*Washington Star*.

More Education.

IT IS admitted that a majority of the junior telegraph operators of today have worked up from minor positions, principally those of check boys and messengers, and in their eagerness to acquire the art of telegraphy as soon as possible they have neglected their school education. This is a very serious matter, and it will lead, if not changed in time, to embarrassing consequences. The telegraph companies should require of their junior operators a higher standard of education. Civil service rules should prevail as far as possible in the selection of operators for their first positions. A young man when he receives his first appointment as operator is very likely to conclude that his education is finished, and he therewith devotes no further time to it. This is all wrong, and the profession at large is the greatest sufferer by the continuance of such loose methods.—*Telegraph Age*.

Rowlands Multiplex.

ELECTRICIANS and telegraph men are deeply interested in Dr. Rowland's multiplex telegraph device. The few electricians who have seen its workings, have unhesitatingly declared it will make a revolution in the art of telegraphy.

Dr. Rowland's instrument has been called a printing telegraph machine. Its essential advantages over the instrument now in use are that it enables several messages to be sent and received together, and at the same time from the same or separate points over the same wire; that it makes it impossible to "tap" a wire and catch any one or more of the passing messages, and that it will not be affected by the weather. With all these advantages the expense of the new instrument will not be great.

The operation of the instrument may be most readily understood by beginning with

a consideration of any part of the mechanism situated at the sending station. The sending instruments are fitted with a keyboard, like typewriters. Their numbers are the same as that of the messages that it may be desirable to send simultaneously. Eight is the regular number of messages that the instrument is designed to handle at once, but ten could be taken without special inconvenience. Each keyboard must have a person to operate it; the economy in labor is experienced at the receiving end of the line. Still, considering the sending instrument, and supposing all eight of the keyboards—it matters not how widely separated—to be in use, the six operators rattle ahead with their messages as rapidly as they choose and without regard to one another.

It would seem as though the eight dispatches, switched on to a single wire, would produce hopeless confusion, but one of the devices of Professor Rowland's instrument adjusts the words in such a way that the separate letters of the respective messages cannot start on the main wire out of its regular turn.

For example, suppose the first words of six sentences, started simultaneously, to be respectively "wheat," "the," "Jarvis," "Yonkers," "league," and "Armenian," the adjuster would select in turn the letters W, T, J, Y, L, A, h, h, a, o, e, r, etc., the order of rotation being constantly preserved.

So long as the message-sending capacity of the instrument is not exceeded it makes no difference whether the messages all be sent in one direction or part of them in one direction and part in the contrary. The adjuster will accomplish its work as well with four messages going North and four coming South, or one going North and five coming South, as it will with the whole group of messages proceeding in the same direction. This result is made possible by the nature of the alternating current.

At the receiving station the Rowland receiver performs its work without human aid. The eight messages are automatically separated and distributed to six instruments. These print out the messages as fast as received. At present Dr. Rowland's instruments are fitted to print on ribbons of paper, such as is used in the familiar "ticker," but his perfect machine will print

the messages out on sheets of paper of any desirable shape and size. Hitherto there never has been a successful attempt to attain this result.

The only attention necessary at the receiving station is to supply the instrument with paper and take away the printed sheets.

In writing upon a page Professor Rowland's instrument will be entirely unique.

small towns. The weather man was figuring on the depth of the snow at Como and Apex and calculating the velocity of the wind, and from this and the general atmospheric conditions outside, concluded that Washington was threatened with snow.

"It is no plaything," the weather man said, "when they have snow like this in the Rockies. I had an experience in going from



A SYLVAN BROOK IN BROWNSTONE LEDGE, AT CARTHAGE, N. C.

Courtesy—Seaboard Air Line.

A Snow Story.

"IT LOOKS a little like snow," said the weather man as he looked first out of the window and then let his eye wander over the great glass map in the Senate lobby, says the *Washington Star*. There was a fine, beating snow outside, just whitening the ground in places and piling up in drifts several inches deep against the terrace. Both West and South and East on the map were great white arrows pointing toward Washington and two great "highs" were racing from different quarters for the Capital. From Chicago was reported a record of ten degrees below zero, and from Colorado was reported snow deep enough to cover up

Helena, Mont., over the divide some years ago. It was a beautiful day when my companion and myself left Helena. There was deep snow on the ground, and in the mountains there were some immense drifts, but the snow was packed and the sun was bright. Before we got on the top of the divide it began to snow, just as it is snowing here at present, and the wind got up to about fifty miles an hour. Within two hours there was no sign of the trail anywhere. We were in a beating blizzard, and couldn't tell which way we were going. We struggled along blindly until we got on top of the divide. All we could tell was that we were going down on the other side, and we had no idea where we would wind up.

"The horses were afraid and did not want to face the drifts, and we were half dead with cold. In floundering through one drift we got tangled in a wire, and that was our salvation. It was the single wire on the government telegraph line.

"The drift was clear up to the top of the telegraph pole at that point, but it was for the most part within three or four feet of the wire. We knew we must follow this line to find our way. We could not do so by sight. One of us had to hook his arm around the wire and hold onto it while the other took care of the horses. He would just slide the wire along in the bend of the elbow, letting go only to pass each pole, and in this way we got to Deer Lodge. It seems strange here to talk about walking on about the level of the tops of telegraph poles, but that's what we did all the way from the top of the divide to Deer Lodge."

The Man at Solitaria.

SOLITARIA will be found indicated on the map by a circle half as large as that which represents Chicago. That is Solitaria as it is advertised. In reality it consists of a side-track and watering tank on the Great Western Railroad, and a little wooden box opposite, courteously called a station, which is inhabited by a man whose aim in life is to watch the side-track and telegraph along the line how it is occupied at various hours of the day and night. Just to the east the Great Western makes its only distinct curve for miles through a little piece of woods. To the west it stretches straight across the face of Indiana, mottled with a million half-burned stumps, and cut into big squares by incalculable miles of rail fence.

The man at Solitaria got to thinking it over — he had a great deal of time to do this — and he made up his mind that matters were going all wrong. In the first place, he thought he ought to be allowed more than twenty-five dollars a month for his services, and that, considering he had been running Solitaria alone for fifteen years, they ought to give him an assistant to talk to — to talk to and to allow him an occasional chance to sleep. These were, of course, entirely personal matters. But finally he made up his mind the whole thing was run wrong. It

stood to reason; they never gave it any rest. Day after day and night after night they had sent freight trains and express trains, and express trains and freight trains chasing each other along the road till they had got it so it was all going to break down pretty soon — the road, and the cars, and the men, and he himself — especially he himself; he saw that plainly. They were all going to stop short, one of these days, and fly to pieces.

Now, take himself, for instance; was it right that they should have kept running their trains by his door twenty-four hours out of the day, and 365 days a year, for fifteen years, disturbing him and depriving him of what little sleep belonged to him? Yet all night long they persisted in sending their freights jarring and clanking by and their express trains shrieking and making up time along the level grade. He got so he knew those whistles by name — he could hear them shriek for miles and miles in either direction — coming nearer and nearer, till the train rushed by in a cloud of yellow light. Then the next one came. It was bad enough at that, but when they got to calling him names it was more than he could bear.

Besides there was the electricity those trains kept making and storing up in his station, faster than he could ever hope to get rid of it. It was taking his life away. He went out and watched the wheels of the freight trains crunching, and grinding, and squealing by, and he could see it just rolling off and running into the station. Then nights it came stealing over him, and numbing him, just as soon as he tried to get a little sleep, which, Heaven knew, he was entitled to. Anybody knows that trains running by like that, day and night, store up more electricity in a station than a man can bear, especially if he is all alone. But they paid no attention to that. He often thought he would write to the division superintendent, who had been a telegraph operator himself, and ought to think of such things, and tell him to stop it. But this plan he never carried out; he had asked for things before.

Now, whatever might be said, no one could accuse the Man at Solitaria of not giving the matter sufficient thought. For months during the summer he sat out on the platform of his box, in the baking sun day-

times, and through the close, airless Indiana nights, looking down the tracks between train times, and considering the question. He saw clearly they did not recognize the power and importance of the man they were wronging. He knew perfectly well, for instance, that any time he chose he could turn the switch to the side-track and stand an express train on its head in the ditch. That would be fascinating, certainly. Indeed, he considered the proposal seriously for a number of weeks, and figured carefully on what train he would better take; but finally thought better of this plan, too. It would only stop one train, which wasn't what he wanted at all. The Man at Soli-

going on in the mind of the Man -- especially as he carried on most of his communication with human beings by telegraph. It didn't care much, either, as long as he kept awake eighteen hours a day and watched the side-track and told them how it was occupied. Consequently no one knew of his intention of operating the road, and no one knew or probably ever will know why he chose such an unpleasant day for starting it.

It wasn't unpleasant in the sense that it was rainy -- it was merely hot. Along down the track the heat rose in great zigzags, where the yellow sun beat down and baked a crust over the surface of Indiana. There was not a breeze in the air, not a sound



A COUNTRY VISITOR AT SOUTHERN PINES, N. C. Courtesy—Seaboard Air Line.

taria felt the responsibility of his position; he decided to run the whole railroad himself.

Of course, he recognized that there would be opposition to this scheme on the part of the president and directors of the road, and the division superintendent -- especially the superintendent -- the Man knew the division superintendent. But that railroad must be run right. As a first step in that direction the Man saved up money and laid in a large supply of canned meats; he also secured two forty-four caliber revolvers and a half dozen boxes of cartridges.

Of course the management of the Great Western Railroad didn't know what was

except the occasional call of a quail from some distant rail fence, or the cry of a seventeen-year locust in a dead tree. On the sunny side of the station at Solitaria the thermometer took its stand at 118 degrees, and refused to be moved, and the air was a semi-solid mass of cinders.

The Man at Solitaria made up his mind he would shut down his railroad at six o'clock. He laid in a good supply of water and loaded up his revolvers; then he shut up the station and made a kind of barricade of old ties around his telegraph instrument, and sat down inside and waited.

No. 64, the fast freight from the West, was

due at 6.10 o'clock to draw up on the siding. No. 24, the fast express from the East, was due at 6.17. At 6.03 the Man telegraphed the station east that the freight was on the side-track and the main line was clear. The freight was not yet in sight. At 6.13 it reached the station, hurrying to make up lost time, and ran off the track; someone had turned the switch half way. The big engine jumped the rails, crushed up on the station platform, and stopped, without being overturned; three cars went off with it. The brakemen came running up along the train, and the engineer and fireman climbed down out of the cab, swearing and looking for the operator. Just then the express could be heard rushing along from the east, and two brakemen started up the track to head it off, on the dead run. At 6.16 the train appeared in sight. When she came around the curve and saw the freight she just stiffened right out and slid. It wasn't quite soon enough, however. She struck the freight cars just before she came to a stop, smashing a cylinder and nearly jerking the heads off the passengers. All the windows and doors of the coaches flew open with a slam, and the train hands and passengers began to swarm out like hornets out of a hornets' nest. The trainmen started forward on the run to see what was the matter and to look up the operator and find out what he was trying to do.

The Man opened a window in front of the station, with a revolver in his hand, and told them that what he was trying to do was none of their business. He was operating this damned road now, and he wanted them to understand it. Besides, he didn't want them on his platform. By way of emphasis, he fired a couple of shots as close to their feet as he could without hitting them. They got off, and he shut down the window with a bang. Somebody went around and tried a window in the rear, and he fired two shots through the glass. It was just as well they didn't try it again, for he would have nailed them the next time.

Then the trainmen went off to a respectful distance and discussed the situation, and the passengers retreated behind the coaches. The Man sat down and telegraphed that the express had gone by, but that No. 64 had a hot box on the side track, which might keep it there for some time, so that No. 31, the

westbound freight, had better be sent along. He would hold No. 64 for it. So No. 31 came along. It nearly paralyzed the passengers of the express train when they heard it on the line, but the brakemen stopped it all right in time to prevent it from landing on the back of the coaches.

By this time the station at Solitaria presented an unwonted and active scene. Three trains were huddled up around the place, two of them tangled together in a heap. The engine of No. 64 stood up inquiringly on the station platform, like a big dog waiting to be let in. The trainmen and passengers still stood around and discussed ways and means and swore at the Man and the infernal heat. Several times they had tried to approach the Man, but the Man at Solitaria was unapproachable. A big passenger from the West had declared he would go up, anyway, as a little thing like that had a comparatively mild effect on his nerves, and a small passenger from the East had tried the effect of kind words and moral suasion; but the big six-shooters of the Man had an equally discouraging effect on both.

In fact, the exhilaration of running a railroad was beginning to exercise a strange fascination on the Man at Solitaria. This was only natural, after all. The way he ran things was a good deal like firing railroad trains at a mark, with the certainty of hitting it, if nobody interfered. He recognized, however, that there was need of great discretion and intelligence in the matter. The train dispatcher was already making the telegraph instrument chatter like a sewing-machine, asking the station to the west what had become of the express, which, of course, the station west didn't know.

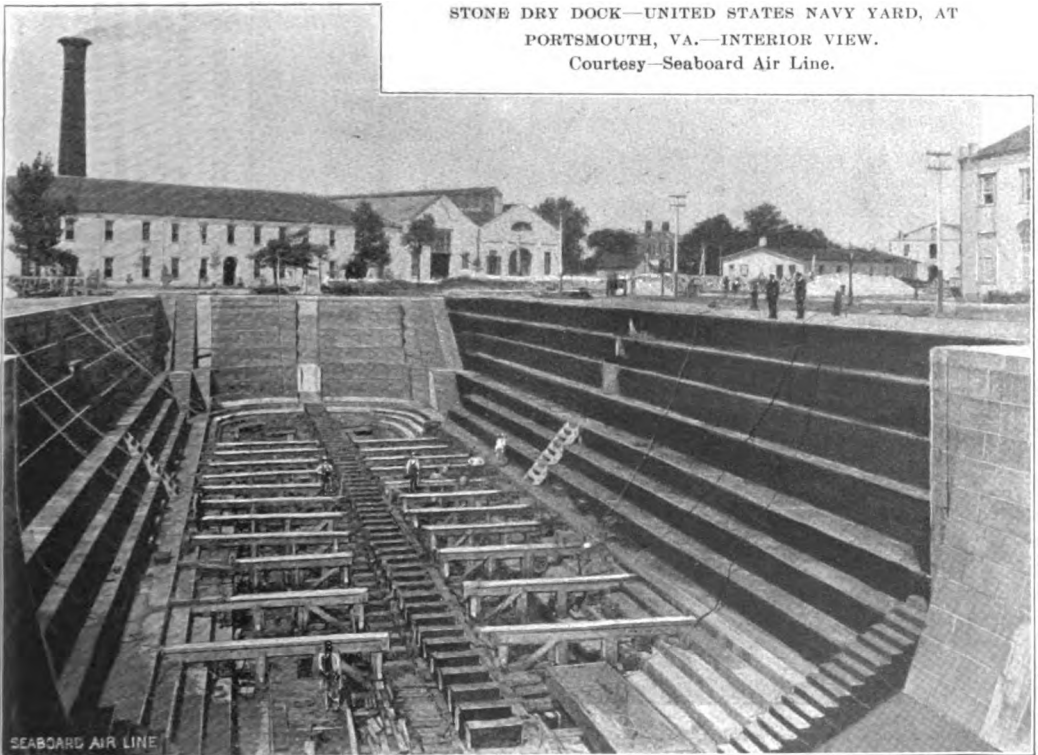
The Man sent word down the line that a brakeman had come into the station and said there was a big wreck at a culvert three miles west. It was a bad wreck, with a great many killed, and the wrecking train should be sent at once. The train could run right by his station to the place, as the line was clear. In fifteen minutes the wrecking train was drawing out of the Centerville station, seventeen miles east, with all the doctors that could be raised in the vicinity, and coming, down the line sixty miles an hour in a halo of hot cinders. If it hadn't been for a line of brakemen stationed up above the curve, there would

have been a great opening for young doctors in Centerville. As it was, the train stopped so short on the curve that the front trucks of the engine ran off and one passenger coach was jolted full of a mixture of frightened doctors and medicine vials.

By this time the Man had been operating the road for an hour and a half, and the excitement of the thing was growing intense, especially among the disgruntled officials he had superseded. Trains were beginning to stack up at the stations east and west, waiting for developments, and the train dispatcher was beating such a devil's tattoo on his instrument, trying to find out what was going on, anyhow, that the Man used up a great deal of patience and ingenuity trying to shoot him. As for the division superintendent, who had come on the wrecking train, his hair was rapidly growing white.

But, as long as he could not effect a compromise with the Man, there was nothing he could do. The Man was engaged at present furnishing information on Solitaria to the outside world, and it was futile to try to conceive what his rich imagination would prompt him to do next. On the other hand, the freight engine on one side and the engine of the wrecker on the other cooped up the only able engine on the track, and made advance or retreat impossible as long as the wrecker couldn't turn to and haul itself up on the track. But the Man refused to compromise. The division superintendent finally gave it up and started overland for the next telegraph station, ten miles away.

In the meanwhile matters were coming to a desperate crisis in the parade before the station at Solitaria. It was growing



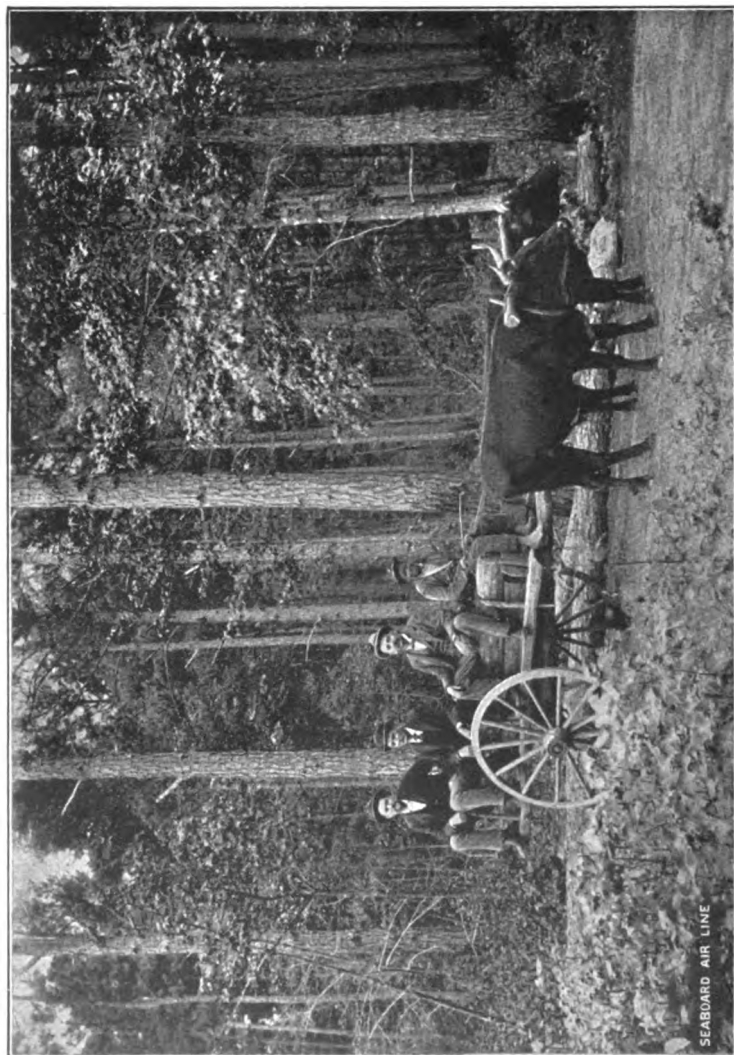
STONE DRY DOCK—UNITED STATES NAVY YARD, AT PORTSMOUTH, VA.—INTERIOR VIEW.
Courtesy—Seaboard Air Line.

The relics gathered here singly and in groups are many and interesting. There are guns that were served by patriots in the war of the Revolution and of 1812; guns captured from the British frigate *Java*, by the *Constitution*, and from British vessels on the lakes, by Commodore Perry. There are pieces of wreck of the rams, *Albemarle*, *Texas*, and U. S. frigate *Cumberland*; melted bell metal from the U. S. frigate *Puritan*, destroyed in 1861; caronades taken during the Mexican war; Turkish stone shot, brass cannon, etc., all representing different exciting periods in our country's naval history.

dark. Under the circumstances there was cause for excitement, although there was a line of brakemen, armed with lanterns, stretched out half a mile either way. It was generally agreed that lamps in the cars should be left unlighted in deference to the opinion of the women, who thought lights

tention to matters of this kind, so long as he saw they did not interfere with his plans for operating his road.

About this time a couple of brakemen put their heads together and, getting in back of the tender of the express engine, began to fire chunks of coal through the window at



INTERIOR FOREST SCENE ON PENN'A COLONY TRACT AT VAUGHAN, N. C. Courtesy—Seaboard Air Line.

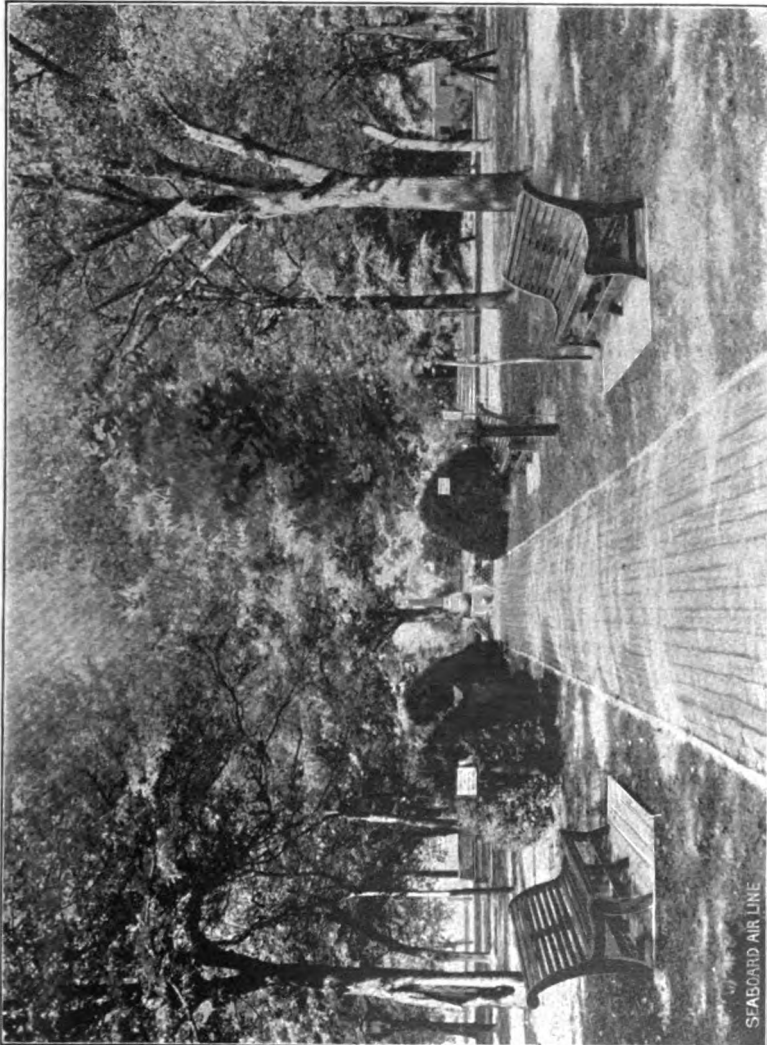
The town of Vaughan, the site selected for occupation and settlement by the Pennsylvania Colony, is situated on the Seaboard Air Line, in a section universally recognized as one of the most fertile and productive in the state. Its through connections with points north, via Portsmouth, and gulf cities south, via Atlanta, are prompt and reliable. Between Weldon and Raleigh, for nearly one hundred miles, it enjoys advantages of superior railroad facilities and close business relations with populous, well established, flourishing towns, where it can buy what it wants, and sell, at good prices, the surplus of whatever it produces.

would afford too good a mark, supposing the Man should decide to turn his attention to a little target practice. The engineers and express messengers lit theirs, however, and the headlights on the two middle engines were started, and threw a yellow glare on the cars before them. The Man paid no at-

tention to matters of this kind, so long as he saw they did not interfere with his plans for operating his road. They figured that it would make the Man mad and that he might exhaust his ammunition upon the tender. It did set him going for awhile, and the sound of smashing glass, the crack of the revolver, and the spat of the bullets up against the tender roused con-

siderable interest, especially among the women. Then the Man made up his mind not to shoot any more; they couldn't do him much harm, anyway, from behind the tender, and he decided to devote no more of his official time to them. So they knew no more about his supply of ammunition than before.

men on the outside began to crystalize. About everything possible had been tried and failed. At 8.30 o'clock a determined minority decided to go gunning for the Man. It seemed a rather inhuman thing to do, but there was no knowing what was going to turn up. It was really a case of self-de-



VIEW IN UNITED STATES NAVY YARD PARK, PORTSMOUTH, VA.
Courtesy—Seaboard Air Line.

Besides, the thing was beginning to be too much for the women in the cars, who got an idea from the noise that something was going on or was about to, and the conductors called the brakeman off. They were afraid they might get the Man too much excited. As it got darker, however, the ideas of the

fense. Accordingly a messenger was sent across the fields to a farmhouse for a shotgun.

At this time a ridiculous thing happened. The Man went to sleep. This seems incredible until it is remembered that he had been up very late the night before arranging the

schedule for his road. As for the men on the outside, they thought at first he was merely leaning forward over his instrument; then someone suggested that he might be asleep, but the crowd was against him, the popular theory being that he was probably playing some trick. The beams of one of the headlights streamed in the front window of the station and showed him very plainly. He made an interesting, if not entirely charming picture in the yellow light—especially his white face and his straggly black hair. If he had made the slightest move the crowd would have seen it; but he didn't. So after he had lain perfectly still for ten minutes many said that they were comfortably sure that he was really asleep. A young physician who watched him awhile said they couldn't wake him with a club—it was one of the peculiar symptoms of what ailed him—and suggested that now was the golden opportunity for those whose business it was, to gather him in without the slightest danger to themselves. There was a long and unanimous silence, during which the theory of subterfuge on the part of the Man gained ground. Finally the doctor said he would be one of two men to go after him; a freight brakeman said he would be the other. They went to the rear of the station and opened a catch in a window where a piece of coal had broken out a light, raised the sash, and crawled in, the crowd kept watch of the Man, prepared to yell if he stirred. But he didn't stir. The two men crawled up behind the barricade, around in front where the headlight streamed in and jumped. Then the crowd came through the front windows, and the Man was gathered in.

Now this is the plain and unvarnished tale of how the Man at Solitaria ran the Great Western Road. There is no probability that he will resume the management. Nevertheless he inaugurated one improvement for which the traveling public should be grateful. The new Man at Solitaria has an assistant. *Geik-Turner in the Black Cat.*

How the Austrian Learned the News.

WHEN the American fleet was operating in Cuban waters, foreign men of war occasionally happened along to see what was going on. It chanced that very soon after the vessels of Sampson and Schley had destroyed Cervera's fleet, an Austrian ironclad hove in sight. The Indiana steamed out to meet it, and soon a boat, with a lieutenant, left the Austrian to visit the Indiana. The *Washington Star* tells the story:

The Austrian had heard nothing but distant cannonading, which might have been salutes. The lieutenant's visit was merely one of ceremony.

His countenance betrayed astonishment when he came aboard and saw the decks blackened with powder, and men and officers begrimed and covered with perspiration; but he asked no questions until he was conducted to the captain's room and found it filled with the stifling smoke of gunpowder. Then the Austrian officer asked Captain Taylor what such a state of things indicated.

"It indicates," said the captain, "that we have just engaged the enemy."

"What? Cervera?"

"The same."

"But what were your losses?"

"None."

"But where is the Spanish fleet?" The Austrian was now thoroughly excited.

"Come up on the poop and I will show you," said Captain Taylor.

They steamed in the direction of the shore, and the Austrian officer had his glasses leveled.

"There is one, and there another, and a little out of view there is the Cristobal Colon," said Taylor, pointing out first one Spanish wreck and then another.

The Austrian, whose sympathies were undoubtedly with the Spaniards, was shocked beyond expression by this picture, typical and declaratory of the ruin of a nation. The Americans respected his feelings, and he departed in silence.



Woman's World

From "Little Rhody."

MAY I preface my remarks with a few suggestions and appropriate lines from Holmes?

"Deal gently with us, ye who read!
Our largest hope is unfulfilled—
The promise still outruns the deed—
The tower, but not the spire, we build.

"Our whitest pearl we never find,
Our ripest fruit we never reach,
The flowering moments of the mind
Drop half their petals in our speech."

Upon receipt of THE TELEGRAPHER I always look for the Woman's World to see what the sisters have to say to us, and a feeling of surprise comes over me when I find their number limited to two or three. I must acknowledge, too, that I also feel a little guilty, and therefore can not censure the other sisters, that I have never said a word, through this department, for the cause. I am sure it is not lack of interest, only a diffident feeling about making a first attempt. I already feel quite well acquainted with Sister Bertha; she voices many of my sentiments. I hope we may hear from her often. Why cannot other sisters make themselves known in the same way?

While I feel that the *whole* TELEGRAPHER is mine, and enjoy every page of it, still, I feel that we ought to do specially well for our own department. I enjoy our magazine because it keeps me in touch with you whose aim is one with my own.

Probably most of you have felt at times, as I have, that the dots and dashes seem to place us in a world by ourselves, and create a bond of unity unknown in other occupations. Our work is so entirely incomprehensible to those outside the profession, that it should strengthen this feeling, for, "In union there is strength." Then I wonder if we try our very best to attend the meetings. Nothing else—not even reading THE TELEGRAPHER will be of equal benefit

and aid us to help one another. They also place us where we know what is being done for us and how good our cause is. Try it, sisters. I am sure you will receive a cordial welcome and become interested and a regular attendant. We cannot all be soloists, but we can, at least, join in the chorus. We have as much at stake as our brothers, and should act accordingly.

I fear I have abused your patience so far with my first attempt as to make a second unwelcome, but I do hope some sister, known or unknown, will feel called upon to say a good word for our common cause.

Yours in S. O. and D.,

P. W. N.

From Oregon.

SPRING is near at hand, so are the good things of the O. R. T. Still, we regret to say, there are a few telegraphers on our line, who have not yet "seen the light." They are just waiting to see which is going to be the best side, and unite with them. They certainly have not given this matter much solid thought or they would see that the telegraphers have the "pull," and would be anxious to join them. But if they persist in holding back, waiting for something better, they will awaken, to their sorrow, and find that the O. R. T.'s are so far ahead that their pitiable cry, "take me in too," would hardly reach them.

Oregon's long list of members in good standing is something to be proud of. And the boys all mean what they say—you bet. They are all doing everything possible to aid their cause, and we hope in the future to see some of their thoughts journalized, as they are quite behind in this branch. Some may think it does no good to write an article for the Journal, but the letters contained in it have helped many a poor "non" out of the dark way, and will continue to do so until there are no "nons" left.

Say, boys, when you are sitting up all night long, with not much to do, just write a short letter for our TELEGRAPHER, show its readers that the "web-toed" state has a wide-a-wake brother too, as well as the other states.

Certainly the sisters are benefited by this work just the same as the brothers, and they should not stand back and wait for the boys to go ahead. If they are members of the Organization, and in good standing, they undoubtedly have the same rights that a brother has, and should try to do just as much for their Order. True, there are many women throughout the United States, who support families by working as telegraphers, and perhaps there are others who are thinking seriously of supporting a husband by the same work. But you can't do so girls at the present prices, so you had better join in the struggle for "better things," and enjoy them with the rest of us.

The student question is quite threadbare, still it should not be permitted to rest until every one of these students are put out of the offices to remain for good. What are they good for? Ask yourself, and reason will tell you that they are good for nothing, unless it is to work against you, who have taught them the business. Ninety-nine out of every hundred will doubtless do this just as soon as they have attained enough knowledge to do so. So you had better throw them out and go in business single-handed. If you are rushed with work, and have more than you can handle alone, have one of the extra men to help you for a few days, until you catch up, and not take a permanent nuisance on your hands, who, after a whole months drill would not know enough to lick a revenue stamp.

Well, its time to quit breaking. Best "73" to all. "30." "ERMYNTRUDE."

Death Hits a Shining Mark.

READERS of THE TELEGRAPHER will regret to hear of the demise of Della Kelsey-Campbell, which took place in Cincinnati early in January. Her contributions to this publication, and many others, had endeared her to the hearts of thousands both within and without the ranks of our Organization. She was the

wife of Bro. Jesse Campbell, of Pikes Peak Division No. 49, who was for many years agent for the Denver and Rio Grande Railway at Palmer Lake, Col. The *New Era* for February says:

"A most valued contributor to the pages of this magazine, Mrs. Della Kelsey-Campbell, of Palmer Lake, Colorado, that charming spot on the summit of the divide between Denver and Colorado Springs, has crossed the greater, the invisible divide between this life and the life beyond. Intelligence of her death came at the moment the poem from her pen entitled "I Wonder," which appears with her portrait in these pages, was being printed. The lines are



DELLA KELSEY—CAMPBELL.

rendered doubly beautiful by this sad circumstance, and have an added charm of pathos. In Mrs. Campbell's death a life of much literary promise has ended, and ended all too soon.

I wonder why the sunset's glow
Is full of wondrous light?
I wonder why my pathway seems
Thick-strewn with roses bright?
I wonder why the music
Has a sweeter, softer sound?

I wonder why earth's brightest gem
So surely I have found?
I wonder why this rapturous joy
Without one care, one fear?
This all-absorbing, dear delight!
— The one I love is here."

"Get Up and Scratch."

Said one little chick, with a funny little squirm,

"I wish I could find a nice, fat worm."

Said another little chick, with a queer little shrug,

"I wish I could find a nice, fat bug."

Said a third little chick, with a strange little squeal,

"I wish I could find some nice, yellow meal."

"Now, look here," said the mother, from the green garden patch,

"If you want any breakfast, you must get up and scratch."

IN READING the lines quoted above, I think I have found an undying fact, *i. e.*, if we want to accomplish anything, either as individuals or as a union, we must get up and scratch. I have noticed for some time among the laboring men on the various kinds of public work, a desire for more freedom on the Sabbath Day, a desire which I have heard them talk of many times. It is their right. God gave us the right, and who is any greater, that they should presume to take away our day of rest?

Surely not the millionaires, with their many millions of earthly riches, who, notwithstanding the number of dollars they may be worth in financial standing, are no more in the sight of God than any little red or black savage.

Aye, if it were not for the wonderful mercy God shows them, they would not be as much as the wild, ignorant savage, who, if left alone, is not apt to intrude on our rights.

But what do the majority of corporations do but crush the poor man's soul under their heels for the sake of getting for themselves riches in this world. Many of the members of these soul-crushing societies are all the while, or many times at least, praying, "Our Father who art in Heaven, *Thy kingdom come.*"

How many of us repeat that prayer, and yet never think what it means. Let us see to it that each one does all he can to hasten the establishment of Christ's Kingdom on earth.

When corporations become so God-fearing as to remember the Sabbath to keep it holy, then the laboring man will no longer cry out for justice. His soul will be equally as important as his employer's.

Here is an act of patriotism (?) which I happened to notice at the time and remember it, too: On a certain road, the Fourth of July being Sunday, it seems the officials

could not be patriotic enough if the men didn't lay off one day. On the road I speak of, trainmen and telegraphers all (or most of them) work the same on Sunday as any other day, but the repair hands, as a usual thing, do not work on that day.

This time the Fourth came on Sunday. The repair hands were ordered out to work on Sunday and to lay off Monday to celebrate the Fourth of July, or Independence Day.

This is an actual fact. Of course I cannot give the number of places that they were called out on Sunday, as I did not inquire at the time into the particulars. However, I am sure they were called from several different places. What an Independence Day it must have been! I heard some of the men talk, and I know it was a bitter dose for most of them. The very thought of fellow creatures being denied the pleasure of resting on God's day, as He commanded they should, not saying anything of the sin of working on the Sabbath, is enough to make any true man or woman open their eyes to the injustice done the laboring men.

Can you not see the crushing blow struck the souls of those men that day? You, brothers and sisters of any labor union, get up and do some scratching, or you may be the next to swallow such a dose, and, maybe, much worse than this one. You who are not members of the union, why stand with closed eyes and idle hands when, even if your own position may be tolerable, your fellow creatures around you, so many of them whose souls are being crushed under the heels of the oppressor in his greedy search for gold — their lives, the lives of your fellow men, should be a never-dying plea for you to do all you can to lift them up and better their position?

I am with you, brothers and sisters, in trying to lessen labor on Sunday. The least that is accomplished in that direction will be worth our trying for. While I do not think it probable that all railroad men could have rest on that day, yet many could rest all day, and more have at least part of the day. That would be better than taking no notice of God's day, nor trying to keep it holy in the least.

May God speed the day when we can live in a free country and worship our God according to the desires of our hearts, when

we will no longer need to be controlled by moneyed men or by men who let their cravings for gold down their desire for the welfare of their fellow men. This is the sincere wish of

SISTER BERTHA.

Labor Unions.

IS THERE any hope for the laboring class, for the man who creates the wealth of the world, but gets so small a part of the work of his hands?

This is the great question of the age. Great statesmen have arisen in a blaze of glory, promising to bring help and succor to the great laboring class. Their lives have gone out and others have taken their places, and still the great problem is unsolved.

Philanthropists have built charitable institutions, noble men and women have spent their lives to aid the unfortunate, but the relief has been only temporary. The rich continue to "reap where they have not sown," while the poor are growing poorer every year.

The time is drawing nearer when this problem must be worked out, if not by peace then by war; God forbid that it be by war. God forbid that our great land should ever be plunged into a war for bread; but to any one who has read Carlyle's "History of the French Revolution," the present situation in this country and that of France a few years previous to the war, presents a startling similarity; and we realize the fact that man must have bread, even though it be carved with the bloody sword.

I for one, however, do not believe that such extreme measures are necessary in this enlightened age. I believe that the salvation of the laboring class lies within the grasp of the men who compose the great mass of the world's population, if they could only be made to see it. It is strange that in the face of almost overwhelming evidence so many shut their eyes and will not see what the unions of the world are doing for the wage earner. They readily acknowledge that it is union that gives strength to the great corporations, that enables the employers to demand high prices for their goods, while they pay starvation wages to the men who toil in their factories, workshops and offices. Is it not a good rule that works both ways?

Read the history of labor unionism in our mother country, and you will see that wherever the organization is most perfect, the highest wages are paid. It is the same story in our own country. The best wages are being paid where labor is organized, and as the unions grow in strength and number the wage schedule will improve.

Look at our own beloved order with its affiliated organizations. Has it done anything to benefit the men who keep the great wheels of traffic moving? It is a question that answers itself. There is not a railroad man, with a reasonable amount of common sense, who will not admit that the present good wages on the roads where the railroad orders are in a flourishing condition, is due to organization. Still hundreds of them will refuse to join because it costs a few dollars per year, and they think the order is strong enough to hold its own without their assistance. I pity the man who has so little real principle and moral backbone as to feed like a parasite on the lives of the faithful men who are standing shoulder to the wheel in the struggle for the emancipation of the laboring class. To say the least, he is a very poor stick.

There is another class who stay out of unions for fear of being drawn into a strike. The men who belong to this class are the ones you will find on every street corner and in their offices with an admiring crowd about them talking about our great country and haranguing on the subject of patriotism. He probably would have volunteered during the Spanish-American war, to help free the poor, downtrodden Cubans, had it not been for his family, or — something.

Such patriotism is a disgrace to the name. Shame on any American who will stand back simply to secure his own safety, and to "stand in with the company," while an oppressor, who will put "Butcher Weyler" to shame in deeds of cruelty, is crushing out the life of his brother and is strewing his pathway with wrecked homes and paupers' graves.

I appeal to the manhood of all who may read this to lay aside their selfishness for a while and reach out a helping hand in the great work of lifting to his proper station the noblest work of God's hand — the working man.

S. A. Y.

Poetical

THE WHITE MAN'S BURDEN.

Take up the White Man's burden —
Send forth the best ye breed —
Go, bind your sons to exile
To serve your captives' need;
To wait, in heavy harness,
On fluttered folk and wild —
Your new caught sullen peoples,
Half devil and half child.

Take up the White Man's burden —
In patience to abide.
To veil the threat of terror
And check the show of pride;
By open speech and simple,
An hundred times made plain,
To seek another's profit
And work another's gain.

Take up the White Man's burden —
The savage wars of peace —
Fill full the mouth of Famine,
And bid the sickness cease;
And when your goal is nearer,
The end for others sought,
Watch sloth and heathen folly
Bring all your hope to nought.

Take up the White Man's burden —
No iron rule of kings,
But toil of serf and sweeper —
The tale of common things.
The ports ye shall not enter,
The roads ye shall not tread,
Go, make them with your living
And mark them with your dead.

Take up the White Man's burden —
And reap his old reward —
The blame of those ye better
The hate of those ye guard —
The cry of hosts ye humor
(Ah, slowly!) toward the light —
"Why brought ye us from bondage,
Our loved Egyptian night?"

Take up the White Man's burden —
Ye dare not stoop to less —
Nor call too loud on Freedom
To check your weariness.
By all ye will or whisper,
By all ye leave or do,
The silent sullen peoples
Shall weigh your God and you.

Take up the White Man's burden —
Have done with childish days —
The lightly proffered laurel,
The easy ungrudged praise,
Comes now, to watch your manhood
Through all the thankless years,
Cold, edged with dear-bought wisdom,
The judgment of your peers.
—Rudyard Kipling.

IMPRESSIONS.

The touch of a hand, the glance of an eye,
Or a word exchanged with a passer-by;
A glimpse of a face in a crowded street
And afterwards life is incomplete;
A picture painted with honest zeal
And we lose the old for the new ideal;
A chance remark or a song's refrain,
And life is never the same again.

An angered word from our lip is sped
Or a tender word is left unsaid;
And one there is who, his whole life long,
Shall cherish the brand of a burning wrong;
A line that stares up from an open page,
A cynic smile from the lips of age;
A glimpse of loving seen in a play,
And the dreams of youth are swept away.

A friendly smile and love's embering spark.
Leaps into flame and illumines the dark;
A whispered "be brave" to our fellowmen
And they pick up the thread of hope again.
Thus never an act, or a word, or thought
But that with unguessed importance is fraught,
For small things build up eternity,
And blazon the ways for a destiny.

—The Toiler.

TO THE SONS OF CUBA.

BY ELLA CLARK.

We would woo thee, O, Cuba, yet would not step too
near,
Lest our approach seem intrusive on thy mood of
fear.
Yet we ask, why this dread, when the proof of all
the past,
Only assures to thy future that our love will last.
We come not as conquerors, we ask not of success
But because of our Flag, the sceptre to guard and
bless.

We dared for thee dangers, gave e'en the lives of
our own;
Let us ne'er deem that mercy, or love amiss shown.
We served thee surely not for hire, nor substantial
gain,
And now plead thee that our kindred be not given
in vain.
We care little for your treasures, or for worldly
pelf,
But ask for God's highest service — be true to thy-
self.

We are friends — aye, more — instead of formidable
foes,
For we fain would watch over thee, make sweet thy
repose.
The strong arm of tyranny — this our hope to debar,
Build a fence of security 'round thy one lone star.
Aye, as thy beacon of safety, O, fair Cuba's isle,
Let the Goddess of Liberty shed o'er thee her smile.
Dallas City, Ill., January 29, 1899.

LIFE'S SCARS.

They say the world is round, and yet
 I often think it square,
 So many little hurts we get
 From corners here and there;
 But one great truth in life I've found.
 While journeying to the West,
 The only folks we really wound
 Are those we love the best.

The man you thoroughly despise
 Can 'rouse your wrath, 'tis true;
 Annoyance in your heart will rise
 At things mere strangers do;
 But those are only passing ills,
 This rule all lives will prove;
 The rankling wound which aches and thrills
 Is dealt by hands we love.

The choicest garb, the sweetest grace
 Are oft to strangers shown;
 The careless mien, the frowning face
 Are given to our own.
 We flatter those we scarcely know;
 We please the fleeting guest;
 And deal full many a thoughtless blow
 To those who love us best.

Love does not grow on every tree,
 Nor true hearts yearly bloom,
 Also for those who only see
 This cut across a tomb!
 But, soon or late, the fact grows plain
 To all, through sorrows test;
 The only folks who give us pain
 Are those we love the best.

—Ella Wheeler Wilcox.

RICHARD'S HIMSELF AGAIN.

Ol' King Winter's jumped the game,
 Sun's a grinnin' at us,
 Every heart's with joy aflame
 At it's ol'-time status.
 Frost no longer gems the trees
 With its di'mond glitter,
 Sweets o' life on every breeze
 Chasin' out the bitter.

People smilin' once again,
 Easin' up on swearin',
 Faces shakin' off the pain
 That they've bin a wearin'.
 Icicles no longer cling
 To our drippin' noses;
 Seem to hear the step o' Spring
 Comin' with its roses.

Wimmen shoppin' as of yore,
 Limbs of clerks a achin',
 Busy hum in every store
 Erstwhile so forsaken.
 Crowds around show winders where
 Purty fixen's drew 'em,
 Makin' us men fellers swear
 Tryin' to wedge through 'em.

Coal men got a breathin' spell
 Since the storm has hobbled,
 Smile to see their pockets swell
 With the coin they gobbled.
 Plumbers struttin' 'round like snipes
 In a swampy medder,
 Patchin' up the busted pipes,
 Smilin' at "de wedder."

Icebergs of composite breath
 In the street cars thawin',
 Passengers, once facin' death,
 Rag no longer chawin',
 Noses once red, white an' blue
 Gittin' somewhat duller,
 Slowly driftin' back unto
 Nat'ral meaty color.

See ol' Sol a grinnin' there,
 Much as if a hintin':
 "Fun to hear you fellers swear
 When I stop a squintin'."
 Sunlight shinin' where we stood
 In the storm-king's shadow,
 Everybody feelin' good —
 'Rah fur Colorado!

— Denver Post.

Hoch, der Kaiser.

Der Kaiser auf der Vaterland
 Und Gott on high all things gommand,
 Ve two! don'd yeu understand?
 Meinselb — und Gott!

While some men sing der bower divine,
 Mein soldiers sing der "Wacht am Rhein,"
 Und drink der healt in Rhenish wein,
 Auf me — und Gott.

Dere's France dot swaggers all around,
 She's ausgespielt — she's no agroundt;
 To much, ve dinks, she don'd amountt;
 Meinselb — und Gott.

She vill not dare to fight again;
 But, if she should, I'll show her blain
 Dot Elsass und (in French) Lorraine
 Are mein, by Gott.

Dere's gran'ma dinks she's nicht schmall bier,
 Mit Boers und dings she interfere —
 She'll learn none owns dis hemisphere
 But me — und Gott.

She dinks, dot frau, some ships she's got,
 Und soldiers mit der scarlet coat —
 Ach! Ve could knock dem — pouf — like dot!
 Meinselb — und Gott.

In dimes auf peace brebared for wars,
 I bear der helm und spear of Mars,
 Und care nicht for ten thousand czars —
 Meinselb — und Gott.

In short, I humor every whim,
 Mit aspect dark und visage grim;
 Gott pulls mit me and I mit Him —
 Meinselb — und Gott.

— New York Herald.

FACE TI OUS

Wisdom Comes With Age.

"While ebullient youth," said the cornfed philosopher, "has glittering hopes of seeing his name on the roll of fame, sedate middle age is glad to have it on the pay roll."—*Indianapolis Journal*.

Playing a Cinch.

"Say, mister, would you give a nickel to a man who never told a lie?"

"Oh, go 'way; what are you giving me?"

"It ain't fer me, mister; it's fer my deaf-and-dumb brother."—*N. W. Magazine*.

An Opinion.

"Don't you think it's unpatriotic for you to complain of the beef the government gave you?" said the earnest citizen.

"Maybe it is," replied the soldier. "But it was a heap more unpatriotic to sell it to the government in the first place."—*Washington Star*.

A Foregone Conclusion.

Teacher (to new scholar)—Now, Mary, I'll give you a sum. Suppose your father owed the butcher \$13.17, \$11.13 to the baker, \$27.08 to the coal merchant, \$15.10 to the landlord—

Mary (confidently)—We should move.—*N. O. Times-Democrat*.

How They Ran.

Nothing is funnier than the truth blunderingly stated.

A lawyer was cross-questioning an Irish woman, the point under inquiry being the relative position of the doors, windows and so-forth in a house in which a certain transaction was said to have occurred.

"And now, my good woman," the lawyer said, "will you be good enough to tell the court how the stairs run in your house?"

"How do the stairs run?" the witness replied. "Shure, whin I'm oop-stairs they run down, and whin I'm down-stairs they run oop."—*Exchange*.

Why He Didn't Reply.

It is not always easy to be polite. Witness this from the *Chicago Post*:

"Why don't you answer?" said madame, impatiently, to the Scandinavian on the step-ladder, engaged in putting up new window fixtures.

The man gulped and replied gently:

"I have my mout full of screws; I not can speak till I svaller some."

Wanted Proof.

A Scotchman went to London for a holiday. Walking along one of the streets, he noticed a bald-headed chemist standing at his shop door, and inquired if he had any hair restorer.

"Yes, sir," said the chemist, "step inside, please. There's an article I can recommend. Testimonials from great men who have used it. It makes the hair grow in twenty-four hours."

"Aweel," said the Scot, "ye can gie the top o' yer heid a bit rub wi't, and I'll look back the morn and see if ye're tellin' the truth."

Where They Would be Handy.

The Marquis of Englessey, who died recently, was one of the last of the great race of English *viveurs*. But in the course of time he retired within his ancestral fastness at Plas Newydd. There, one day, a fire occurred. Thereupon he ordered that a quantity of hand-grenades be sent down from London. When they arrived the butler was instructed to string them over the house. But though the house was large, such was the quantity ordered that after the stringing a dozen remained.

"What shall I do with them?" the butler asked.

Perplexed, the Marquis pondered. And as he pondered, suddenly one after another there surged before him the unhallowed episodes of anterior years. Sadly, yet advisedly he answered, "You may put them in my coffin."—*Argonaut*.

Raising His Fare.

A certain board school teacher is responsible for the following little story, which is not without its pathetic side. He was endeavoring to explain the term "booking," as applied to our railway system.

"Now," he was saying, "can any of you tell me the name of the office at which railway tickets are sold?"

"The booking office," replied one of the lads.

"Right," responded the teacher.

At this moment his eye fell on a small boy at the end of the class who was evidently paying very little attention to what was said.

"Did you hear that, Dowser?" he demanded.

"Wot, sir?" asked that youth, innocently.

"As I thought, you were not listening. We will suppose that your father decided to have a day's holiday and visit the seaside. What would he have to do before he could take his seat in the train?"

Without a moment's thought the youngster electrified his teacher by replying: "Pawn his tools!"—*Tit-Bits*.

Elopement a la Mode.

The agitated girl looked back through the clouds of dust that rose in their rear.

"Algernon," she exclaimed in terror, "papa is pursuing us!"

"Let him pursue!" chuckled Algernon. "The last thing I did before we started was to slip out and change his storage battery. It's only got about one more mile in it and then it'll stop dead."

And even as Algernon spoke these words his automobile drew away from the pursuer, while from his lagging machine far in the rear came faintly to the ear hoarse cries of impotent rage from the baffled parent.—*Chicago Tribune*,

A Lost Opportunity.

It was near one of the large railroad stations. A man rather advanced in years, whose old fashioned attire and open mouthed wonderment proclaimed that he was a visitor from the rural districts and not accustomed to the everyday sights of a large city, was suddenly accosted by a sharp visaged youth with, "Mister, yer dropped yer wallick." As he spoke he held forth a large wallet well stuffed with old revenue stamps covered with a couple of dollar bills.

Uncle Rube looked at the greenbacks bulging out of the wallet with equally protruding eyes, hesitated just one moment, and then, his cupidity evidently getting the better of him, reached for it. "Hold on; give us a tenner furst," exclaimed the possessor of the wallet.

The old man quickly put his hand in his trousers pocket; but, after a moment, drawing forth his empty hand, he drawled out, "Take it out o' the wallet."

The youth, closing the wallet with ill concealed disgust, turned on his heel and hurried off. The stranger in town looked after the youth a moment, and then, muttering, "Gol dern! Missed it ag'in. I told Sal I'd need more'n \$3," he resumed his peaceful way.—*Philadelphia Record*.

Gave Hopeful Signs.

The young gentleman who had rung the bell several times before the servant let him in was looking surprised and a trifle apprehensive when Mrs. Blykins came into the room.

"I called," he explained, "to inquire about your husband's health. He and I belong to the same organization, and several of the members desired me to call and see how he is getting along. We were very sorry to hear of his illness."

"It's very kind of you," she answered.

There was a crash that shook the chandelier.

She paid no attention to it.

"I think it will be only a day or two before he is able to get out and go down town," she added.

The slamming of the doors echoed heavily through the house.

"Has he been dangerously sick?"

"Not until today."

"But I understood you to say that he was convalescent."

"I think I may say that he is so. He wasn't well enough to be dangerous till this morning. But before noon he had discharged the trained nurse, quarreled with the cook, smashed a rocking chair against which he stubbed his toe, and thrown the canary bird out of the window. Those are always hopeful symptoms with him, and I feel fairly justified in saying that he is convalescent.—*Exchange*.

Our Correspondents

A Recognized Evil.

JOSE GROS.

YES, what a wonder! We have at least something wrong among us, something which occasionally goes through the rhinoceros skin of the hardest conscience, although it does not stay there very long. No trouble about finding excuses. Human ingenuity along that line is inexhaustible. And with what fidelity human legislation has fought for centuries against it, that something wrong! But then, on what philosophy has legislation rested for that purpose? The logic of men has always been very curious in the matter of dealing with wrongs. We have approached that subject with the preconceived plan that it would never do to suppress wrong. All we should do is to *regulate wrong*. That simply means to perpetuate and intensify wrong, to hide wrong as much as possible and to make it as respectable as compatible with the standards of thought in each historical period.

The wrong or evil we have in view, just now, is that by which men poison their minds and bodies through the use of alcoholic beverages. In forms more or less vivid you can trace that evil as far back as you like, and you can notice that the more you legislate about it the more fatal are the effects produced by that evil. Every now and then a discussion arises, among our doctors in social development, about the new processes to be devised in our dealings with that evil. The latest discussion was opened two or three weeks ago by one of our most prominent bishops, and a rather advanced thinker in many respects; but how difficult it is for a clergyman to go to the bottom of social phenomena! In this nation alone we must have today 150,000 clergymen, including the retired ones, because jostled out of jobs by younger men, and so a little more plastic and more easily handled by the plutocratic elements of every congregation.

You can find such elements even in the humblest hamlet. The wealth of the plutocracy there is not large, insofar as dollars may go. The spirit is there all the same. Mind monopoly is there all the same. Wealth monopoly would rapidly perish without mind monopoly. We have figured out about 150,000 divines in our nation. For all we know, we have but five or six that have touched the bottom of our social troubles. Possibly 200 or 300 are yet scratching from the surface towards the bottom. The rest are all yet engaged in that old job of breaking the tops of our social weeds. The idea of taking a shovel and digging down into the roots and exposing the latter to the solar rays for them to be killed! That is good enough when we want to raise a crop of something good to eat: but, to bother with the same foolish process for the purpose of raising a good crop of men — that would never do.

And what about that bishop of ours who has given us his views on how to deal with the saloon? The saloon is but another name for that atrocity of men making beasts out of themselves by means of alcoholic beverages. The bishop has said that we can only get rid of the saloon by giving to the people, to the working classes, a substitute at least as attractive as the saloon is in certain respects, without the kind of drink that the saloons furnish. And the poor bishop has been driven nearly crazy by different sets of social doctors, each set bent upon declaring that the saloon and all its concomitants are a dreadful evil in many directions, but most especially in the corruption of our political system — about perfect, because established by our forefathers 120 years ago. Were our forefathers perfect or anything near that? If not how could they conceive of any political system that, in itself, was not fundamentally rotten? Does not like beget like even in the realm of mind?

A political system can never be anything

but the manifestations of the economic or industrial system through which men have to make a living in wealth production and distribution. Thus far, all political systems, from that of the Pharos in Egypt to the so-called best modern ones, what industrial manifestations have they given us? Manifestations of industrial slavery. The outward forms have changed, but the essence has remained. All political systems, ours included, have given to some the absolute control of the natural resources that God has created for all. No political system can be anything but rotten, which, instead of repudiating land monopoly through some principle of basic justice, sanctions the iniquity in question from which all other conceivable sins must spring up among men in the social organization.

And so years and centuries roll on, each last one on top of the rest, and groups of men, some called divines, some lords, honorables, etc., keep feeding the people with boarding house hash of the most wretched kind, when dealing about how to minorate that intemperance evil, the saloon, grog shop and what not, as the only supposed social wrong of any special account.

What troubles our big men is the drunkenness of the working classes. Some of our social doctors realize that as many among our plain people lack real homes, they should have some substitute for that bright saloon of our modern progress which becomes almost indispensable to the miserable three or four rooms, male adult inhabitant, with wife, several children, etc. A substitute for a saloon and hence a substitute for a good, bright, roomy, comfortable home! What can that be? Because who should have such homes if not those who produce the wealth of nations?

Then, why try to forever humbug the working masses by simply dealing with the intemperance evil as the only important one? And to speak about that evil being the cause of our political corruption when, as we have already explained, there can be nothing sound in a system of public laws the whole aim of which is to perpetuate and intensify monopoly in natural resources.

Why not tell us the truth by stating that the intemperance evil is but one in ten or fifty important social evils, they representing ten or fifty branches radiating from the

trunk evil by which most of the wealth produced by the real workers is shoveled into the hands of a few men in each nation? The fact is that our social teachers can not afford to tell the truth in what relates to social phenomena. In religion they must limit themselves to sentimentality or wild speculations on matters about which we do not need to know anything. In politics they teach us the infallibility of what was done over a century ago by fallible men. In the civil order they must proclaim respect for laws made by the few for the purpose of cheating the many. So it has been in the past, and so it shall be for some time yet, until the people wake up from their slumber of centuries.

Amendments.

Editor Telegrapher:

Following you will find a few amendments to the Statutes for our Representatives to think over before the coming Convention. Notwithstanding some of our members do not rightly understand the functions of the Grand Division, and are loath to open their Constitution and Statutes to learn where we are "at," nevertheless it is necessary that we pursue the even tenor of our way and endeavor to find out where and how we can benefit ourselves. There never was a railroad without rails. And there never was an organization without a government. They have been improving rails ever since the first lot was made and run on, and the railroads have been improving their organization, their rules, methods, modes, and every particle of their paraphernalia, and by this they have increased their capacity enormously. They could not use the rolling stock today on the road beds of even twenty years ago. They have developed themselves proportionately, and no part overbalances the other.

The O. R. T. might absorb every operator in the land, but if the Organization had not the capacity to contain them, it would find itself where the Knights of Labor found itself in in 1886 — overbalanced by numbers. Large salaries set men crazy if they obtain them before they know how to use them, and leisure time causes mischief if men do not know how to use it to their advantage in real enjoyment and culture.

A large house well furnished and kept in order is a pleasure and perpetual joy, but any place with the furniture helter-skelter, no matter how handsome it might be, is neither useful, ornamental, nor conducive to anything but misery.

The O. R. T. requires internal attention as well as external, and the man who cannot work on both sides of the fence shouldn't sit on the fence and throw clods, while those who are given to working on the one side should not be averse to cheering those on the other.

The following amendments apply to the Protective Department, and if this meets with some of the members who never read their Statutes, let them bring them out, brush off the dust, and compare what is with what is proposed:

Amendment to Section 109. Strike out the whole section and substitute:

"Each Division or line of railroad under a superintendent or separate management upon which there is employed members of the Order, shall annually elect by ballot, a Local Board of Adjustment, consisting of members receiving the highest number of votes, which number of members shall be designated in the By-Laws of the System or Local Division having jurisdiction over such Boards. The Board in turn shall elect a Chairmen, and the Chairmen of all the Local Boards on a System of railroad (several Divisions or lines of railroad under one management) shall constitute a General Committee."

This is the present intent of Section 109, and says what it means, incorporating the first sentence of Section 113, which, we shall see, is to be stricken out.

Amendment to Section 110. Strike out all after the word "writing," in the fourth line, and add:

"To the Board of Adjustment having jurisdiction."

Section 111 instructs the Board as to their duty and procedure, and the latter part of Section 110 is superfluous. The Boards of Adjustment and the General Committee are inherent authorities in the matters delegated to their supervision under the Protective Department, and, while the Division or Divisions within whose jurisdiction they act are certainly their superiors and can advise or direct, they should exercise wise discre-

tion in any interference; therefore if a case be reported to the Division, as under our present law, the Division can do nothing more than to refer it to the Board of Adjustment.

Amendment to Section 113. Strike out all the words preceding the first period, and strike out the word "Board," on the sixth line, and insert the word "Committee."

Amendment to Section 109 provides for the first instance, and the word "Board" in the sixth line means and refers to the General Committee, which is so stated, and clear enough.

But why call hearts spades, when hearts are trump?

Amendment to Section 123. Strike out the whole Section and substitute:

"A General Committee, in its By-Laws, to be approved by the Grand Chief Telegrapher, is authorized to levy a per capita tax on the Division or Divisions in the System which it represents, and at the end of each fiscal year the Committee shall render to the Division or Divisions a full report of all business transacted, together with an itemized account of its receipts and expenditures."

Section 123 covers three distinct subjects, we propose to cut it in thirds and allow the middle to drop out as it were. The above amendment is simply a rearrangement of what the Section already contains, any more than the per capita tax levied for the purpose of defraying the expense of the General Committee is collected from the Division instead of the individual member, and the coercive, drag-net of a penalty is dropped out.

As to the wisdom and logic of collecting the assessment as at present, it might be said to be below par. In the first place, as a matter of science, the Grand Division has no right to set up a power and authority outside of itself and a subordinate Division to meddle or interfere with membership in the Order, let alone to positively state that "any member failing to pay such assessment shall stand expelled on the first day next following the last day of payment after the Division to which said member belongs has been duly notified."

Without trial, without hearing, without reason, he is expelled; not only suspended, but expelled. This is drastic and incompatible.

ble with the purposes, intent and principles of the Constitution and Statutes.

The Division to which a person is attached has full power and control over its membership in the Order, and to his Division the member is accountable for his acts, and the Division in turn is responsible for its duty towards him. He is not responsible to, nor can he be held accountable by, any authority for his conduct in the Order, except the Division to which he is attached, and the only mode by which he can lose his membership is by trial and conviction, or the non-payment of the dues and assessments demanded by his subordinate Division. The Grand Division cannot rightfully demand payments of him, except through the subordinate Division. The Grand Division is not an authority like the United States, having a government independent of the States, but the Grand Division has one government (itself), through the subordinate Divisions. The subordinate Divisions are but agents of the Grand Division, governing themselves as a body, a part of the body as a whole, setting up rules for themselves according to their desires, which cannot conflict with the letter and spirit of the laws of the Grand Body already made or to be made for them.

If the Grand Body enacts laws out of harmony with itself, or the laws of the land, a Division or a member has a right to call the same in question on a logical and scientific basis, but no man or Division has a right to do anything for pure "cussedness."

Add to Section 124: "By a majority vote of all members voting on a System of railroad, a member of the General Committee may be wholly or partially employed in the work of the Order, and may receive such compensation as the General Committee may determine."

While this is the same thing as stated in the last clause of Section 123, it seems to us as stating the case more definitely, and making it a separate section remedies the fault of many of our Statutes, that of mixing subjects and crowding into one Section matters belonging to other Sections, or that should form Sections of themselves. This provision covers the idea that some have of dividing the Organization into States or Territories, and can be readily seen to answer the same function.

Under the Protective Department each System of railroad is given a distinct organization to serve local interests and requirements; and, by the way, we have yet to find why there should be separate legislation for System Divisions whose laws are no exception to the (so-called) "Statutes of the Grand Division."

System Divisions, in effect, are no more than Local Divisions, their organization restricting the business to the authority of the General Committee as per the Protective Department.

Under the system we are now working, and the proposed amendments do not alter, the Organization is about complete and only needs brushing up, with perhaps a touch of alteration here or there. Everything, apparently, is provided for, and with a System Deputy Grand Chief Telegrapher as a delegated General Committeeman could be made, each System of railroad would be as independent, and the organization of the Order be as complete and effective as if told off in any other way. As to the compensation of the System Deputies, it may be that the Grand Division could be placed in shape to assist in such compensation aside from the provisions made by the Protective Department. If a System was rich enough, it might constantly employ a Deputy, who could be continually on the road looking after the interests of the members and the Organization. Besides, such a man would soon come in touch with the officials, and many things would be granted to a level-headed familiar which would be bluffed off or refused to a committee of obscure employees. If a Deputy could not be constantly employed, he might be compensated to make trips over the road from time to time.

Furthermore, the great cost to the Grand Division and the subordinate Divisions of a Biennial Convention can be curtailed by the Deputies being made representatives to the Grand Body.

By such a process we would be following in the steps of capital concentration and combination to reduce the cost of production. But we can presume that it is with us as with other orders. Our Grand Body, as composed of individual representatives will never be induced to vote themselves out of their biennial excursion by giving place to group representation.

S'CAT.

Labor and the Bungstarter.

Union labor and the bungstarter are too often coupled together in the minds of the enemies of organized labor, and it is a fact to be regretted, not entirely without cause. There are many members of labor organizations who seem to think that arrangements for a reception are not complete without their favorite keg of beer, or that they have not done their duty toward the success of the reception if they are able to walk straight at its close, and in the majority of these cases by men who at ordinary times are considered as being sober and industrious, but who seem to think that the more bad whisky they can consume on an occasion of that kind, the more popular they will be among their friends.

Of course, their friends will excuse them on account of the special occasion, but will they excuse the organization to which they belong, and which furnished the refreshments which made them so hilarious? No. And often you may hear the remark by some one who would join such and such an order but for the fact that he does not want to be identified with a body that gives a grand drunk to its members once a year, or oftener, as the case may be. Receptions of this kind, even if given only to members, are of no benefit to the Order; but on the contrary have a decidedly retrogressive influence, both as to present and prospective membership.

It is a well known fact that railroad companies, in the selection of employees, use the utmost care to secure men who can come well recommended as to sobriety, and those among them who are addicted to drink are in a very small minority, and as a general rule are not in the organization representing their calling. Why then should men, who are considered as sober and industrious, be invited to participate in an occasion where beer flows like water, and hold themselves and their Organization up to ridicule? Our Organizations were instituted for the elevation of our profession and its members, and should be held up to the highest standard.

Many a young man starting out in life, unacquainted with the ways of the world, enters the organization representing his chosen vocation and being invited to participate in one of these receptions for the benefit

of the Order (so called), receives at once the impression that such is the general custom of his fellow craftsmen, and in time may fall into ways so as to be despised even by those whose actions first created this impression, or becomes utterly disgusted with his Organization, and drops out. Not himself alone, but he has friends who can be easier influenced to remain out than to come in. It is a deplorable fact, but there are men in all organizations (labor organizations especially) who think that the only way of reaching a working man's heart is through the stomach and a beer glass. Men who are active in their lodges and who have the welfare of their Order at heart, and who could do ten times as much good on other lines.

The date of the second biennial session of our Grand Division is fast approaching, and an effort should be made to secure legislation to the effect that no division of our Order shall furnish any intoxicants to any of its members or guests, at any entertainment, reception, convention or other occasion under any pretense, nor shall any member offer to treat any person to any such refreshment in the name of the Order, under penalty of expulsion, and show the world that labor and the bungstarter do not travel together, as far as the O. R. T. is concerned.

"JOHANNES."

From Vermont.

Editor Telegrapher:

It is some time since I have contributed anything to THE TELEGRAPHER, and as a few thoughts have come to me which may possibly be of interest to the members generally, I thought I would ventilate them, with the hope that they might stimulate the fraternity as a whole.

Our Organization has difficulties to contend with which do not affect other railway brotherhoods. While the members of other societies can meet together in large numbers at a given terminal, we are scattered all along the line, and many of us find it impossible to attend the regular meetings, owing to circumstances over which we have no control, and as a direct consequence many of the members lose interest in the Order.

Now, I have a suggestion to offer which, if carried out, would, I feel sure, to a great

extent, remedy the difficulty, and would, at the same time, so distribute the labor as to make it easy for all, and the interest would be kept up. My plan is this:

We will suppose that there are ten to fifteen members who are able to attend the meetings. Now, let each of those who do attend take the names of, say eight or ten members, who are unable to attend. Let each member present write down the chief features of interest of what has been done at said meeting, such as motions, business transactions, etc., and make tissue copies of his minutes and send a copy to each name on his list. This would enable absentees to offer suggestions and enter heartily into the business of his division, and would, I feel sure, keep up the interest. I for one, would be glad to do my share in this matter, and I feel certain others would.

Another thought: I think it would be a good idea for each member to sign his name to contributions sent to THE TELEGRAPHER, as well as giving the number of his division. This would enable us to follow with interest each leading thinker, and at the same time we would become better acquainted with each other. I hold that no man should write anything to which he would be ashamed to append his name when same is written for our own Journal, and we are pleased to show to whom credit may be due for a clever contribution.

I offer these thoughts for what they are worth. I do not expect that all will agree with me, at the same time some may take up the suggestions and act upon them.

Yours in S. O. and D.,

D. RAY BORLAND, Div. 15.

Temperance.

Temperance is a subject which I do not remember having ever seen discussed in the columns of THE TELEGRAPHER, although it is a subject of vast importance, and would be beneficial to every person who would study and take the right view of it. Though being in a position to give in lots of experience, yet I do not feel competent to do justice to such a serious subject.

"Temperance." By using the little word "in" before temperance we would have a subject that a good many of our readers are, of course, very familiar with. I, myself,

regret to say that I have been too well acquainted with the latter subject, for the welfare of my spiritual and financial standing. After the Keeley Cure and other means failed on me, I luckily fell into the hands of our W. C. T. U. sisters.

With their encouragement, the help of God and a strong resolution of my own, I am now able to undergo the trials, and resist the great and evil temptation of intemperance. This is a blessing that everyone (who has experienced it) should be proud of. Believe me, dear brothers, I have traveled a long road of sad experience, and advise you for your own sake, and the sake of your dear family, to abstain from the use of anything intoxicating. There is no good in it at all, neither in the beginning nor the ending.

The result is always disastrous to those who follow it. I have been in a position to know, and if there was ever anything good in it I failed to see it. It takes your time and money, too. It causes your dear old mother and sisters to bathe their cheeks with tears of sorrow; it causes that loving father, who has toiled so hard for you during bygone days of your childhood, to walk the floor at dead hours of midnight, while you are out enjoying (as you think) a few glasses of beer, a gin fiz, a whiskey straight, and occasionally a glass of wine (of course, boys, you must mix the drinks in order to being about the desired effect) with some one whom you would be ashamed to be caught with. Do you feel like work next morning? Can you face your mother with a clear conscience? Have you as much cash as you had the evening before? Would you like for your superintendent to know all about it? No; a thousand times no. Have you paid your dues? Did you spend enough last night to have paid them? Does drinking do our Order any good? Does it elevate a person socially, financially or spiritually?

Take all of these questions into consideration, and you will readily see that it is one of the worst habits a person can fall into. It brings trouble and sorrow to the hearts of your loved ones, and destroys the happiness of a once happy home.

The happiness of many a home has been destroyed by strong drink. Strong drink has caused many a young man to fill a drunkard's grave, while there is left behind

a poor widowed, heart-broken mother, whose dependence was entirely upon this only son. They may be taken without a word of warning or chance to report. Some people blame the drunkard, and are ready to kick him out. They are not altogether to blame. The bar keeper, the man who lays the foundation and then places the temptation before us, he is the meaner man of the two.

A habitual drunkard after he passes a certain stage, and is made to feel that he is an outcast, and is unworthy the respect of anyone, resorts to strong drink in order to find a little consolation for the time being. This habit of drinking is a growing one, and, dear reader, I warn you to nip the thing in the bud before it is too late. I give you below a few figures, they may surprise you, but they are officially correct.

We drank last year 6,090,000,000 glasses of whiskey, for which we paid over the bar \$609,000,000. This is \$5,000,000 more than the annual appropriations of Congress combined. These figures equally divided would give each man, woman and child one hundred glasses of whiskey each year. If you confine this division to male adults each man would consume 500 glasses. We also consumed 31,962,943 barrels of beer, or about 12,785,169,200 glasses. The expenditure for this was \$617,258,460.

According to these figures the total amount spent for whiskey and beer last year was \$1,226,258,460. Great Scott! boys, you did not know we were going it at such a rapid rate, did you? This amount would clothe and feed lots of little orphans. Now, boys, come let us see if we can't bring these figures down some this year, and if they do accidentally run this high, why let them do so without the aid of any O. R. T. men.

Yours for temperance,

EXPERIENCE.

From Ontario.

For some time past the difference existing between the Grand Trunk Railway System and its telegraph operators (members of the O. R. T.) has had a disquieting effect in Canadian railroad and commercial circles.

The Telegraphers' Committee, after a long and expensive session in Montreal, last fall, failed to arrive at an entirely satisfactory

settlement with Mr. Hays, General Manager of the Grand Trunk Railway, and upon his suggestion consented, believing their claims to be just and worthy, to submit the points at variance to settlement by unprejudiced arbitration!

The company and the Telegraphers were each to choose an arbitrator, or representative, and for the purpose of adjusting any point upon which the arbitrators might seriously differ, a third arbitrator or chairman was mutually agreed upon.

The heavy expense of the arbitration was to be jointly shared by the interested parties, viz: the Grand Trunk Railway and the O. R. T.

The arbitrators after many sittings finally arrived at a settlement, which considering the various points at issue, cannot but be accepted as decidedly advantageous to the Grand Trunk operators, generally. You will please observe I say, Grand Trunk operators, generally, and not the Grand Trunk operators, members of the O. R. T. specifically. This omission must be my apology for my letter.

There is probably no person who more fully recognizes and appreciates the power of unity, the unyielding and harmonious effect of brotherhood, the moral influence of sincere co-operation than does your humble correspondent. The simple word "unity" contains a sweet coercive, something quite explainable, and might be essayed into untold volumes without loss of interest. It is the basis upon which now powerful nations first found creation, it is the secret key explaining in a word the large dividends annually declared by properly organized monetary institutions. Even now the unity of the Anglo-Saxon races, is deemed by many absolutely imperative in order to advance the Anglo doctrine of liberty, of morality, and of civilization. Thus we cannot but concur in the reasoning that the organization of any class of laborers into a fraternal corporate body, whose aims and objects are to elevate the condition of its members, either by association or demonstrated to a suitable plane, to act as a shield of protection against veiled or unveiled oppression, or tyrannical abuse, to stimulate by word and act the connection that all can be noble if they will, is indeed a glorious avocation conducive of infinite good. Individually

we are insignificant; collectively we are formidable with man as with money, as for example:

The earning power of one dollar is barely perceptible, but the earning power of \$10,000 contributed by 10,000 persons to a common fund, with a common object, is of far reaching effect.

The Order of Railroad Telegraphers was not, I believe incorporated with an immense capital, and an enormous membership, but rather began upon a small scale, as most labor societies begin, but which, when their aims and objects are just and right, prosper and become powerful factors, aye, at times sufficiently powerful to raise the iron heel of capital from the crushed and mangled form of some unfortunate brethren and afterwards be instrumental in raising those brethren to positions of envied recognition.

Now the object of my letter, "There are none so blind as those who don't want to see," and unfortunately on this road, as on many other roads, we have some telegraphers who cannot, or will not see the good of our Order, the mutual satisfaction and enjoyment resulting from membership, still these very individuals, although they have never contributed one cent towards maintaining the dignity and adding strength to our Order, or offered one cent towards defraying the expense of our committee, shall now with outstretched arms welcome the increase in their wages brazenly and unblushingly.

Webster fails to supply a word sufficiently contemptible for this specie of fellow laborer. They cannot be coaxed or argued into the Order, they cannot be driven; they should be ostracized, boycotted, for they have ceased to be men, and, therefore do not deserve recognition by men.

While writing I have a particular case in view. A certain agent, who has never less than three students at twenty-five dollars each in his office, who would not join or contribute one cent to the Order, but instead endeavor (unsuccessfully) to discourage our organizers, and who would certainly remain on duty in the event of a strike, has now through the persistent efforts of our committee had his salary raised five dollars per month, and he accepts the raise without one word of apology.

Boys, what do you think of him? If we

were soldiers instead of operators charging upon a fortified city, requiring heroic action, and co-operation from every man, and a few of our comrades remain behind, waiting the result of our struggle before approaching, would we as soldiers, after conquest, embrace and welcome these cowards, and share with them our hard earned spoils and laurels? No, no. Then why should we operators countenance these detriments to organized labor? I should be pleased to have the views of other brothers upon this subject, suggesting, if possible, a remedy.

I. T. C.

From British Columbia.

Editor Telegrapher:

Now that all eyes are turned to the gold fields of Cariboo, Omineca, Cassiar, Klondike, and the now far-famed Atlin district, perhaps a few particulars relative to the past, present and prospective future telegraph facilities in the far North might be of interest to the readers of this Journal and the fraternity at large. There is probably no better known or more respected citizen of British Columbia than Mr. James B. Leighton, he being foremost among the pioneers, having settled in the interior of British Columbia in the early sixties, was one of the first operators in the country, and is at present known to all as the genial and popular general superintendent of the British Columbia Express Company (Limited), which operates a line of stages and transacts a general express business from Ashcroft to Barkerville, a distance of 285 miles, with connections to all the principal mining camps between the two above towns. He was an operator along this road in early days (between the sixties and seventies). In conversation with Mr. Leighton, recently, the facts which will form the foundation of this item were obtained.

In the Spring of 1865 the Collins Overland Telegraph Company, virtually the Western Union Telegraph Company, which already had a direct wire from San Francisco to Portland, Seattle and Swinawish with cable connection via San Juan Island to Victoria, Vancouver Island, and realizing the importance of more speedy communication with Europe, commenced operations at Swinawish to construct an overland line to the

mother country across Behring Strait and Russian territory, the route being via Matsqui, thence Northeast over the Cariboo trunk road to the present town of Quesnelle. It crossed the Fraser river at this point and followed up the right bank for a distance of eighty miles, where it left the river and striking out in a northwesterly direction over a wide, well cleared right of way and reached Telegraph creek at a point 400 miles north of Quesnelle, while operations were being pushed with all possible speed overland with a force of about 500 workmen. Extensive operations were also being carried on by water. Large ocean-going steamers were speeding North loaded with telegraph construction material for Fort Wrangel, where it was transferred to river steamers and rushed forward with all possible speed up the Stekin river to Telegraph creek points.

Now that the telegraph trail and Telegraph creek are famous as the shortest and most direct overland route to the Yukon district via Ashcroft it might be well to mention that the trail was made, and it and the creek derived their name from these construction operations. During the seasons of 1865 and '66 the company constructed and had under successful operation 900 miles of first-class wire offices located at Seattle, Swinawish, Matsqui, New Westminster, Chilliwack, Hope, Yale, Lytton, Cache Creek, Clinton, Eighty-Three-Mile House, One-Hundred-and-Fifty-Mile House, Soda Creek, Quesnelle, and Fort Stager.

Before operations commenced in 1867, word was received of Cyrus W. Field's successful laying of the Atlantic cable, which put a stop to further operations, the company having expended three and one-half millions of dollars, which was a dead loss. The cable proving a success the company made a present of the entire line and property on hand to the British Columbia Government. British Columbia was at this time a crown colony. The telegraph was worked as far North as Quesnelle, under the name of the British Columbia Telegraph Service. The 400 miles constructed north of Quesnelle were abandoned, and remains up in places until this day.

Mr. R. Borland, of the One-Hundred-and-Fifty-Mile House, who was over the telegraph trail last summer, informs us that

miles of wire is now upon cottonwood trees sixty, eighty and one hundred feet in height, at different places along the route, it having gotten in this condition through trees falling across the wire and tearing it down from the insulators and dropping it across the limbs of small cottonwood trees, which, in the course of over thirty years had attained their present height and carried the wire up with them. In several places where the wire has been twisted around trees, huge knots have grown and the wire is imbedded in the trees. The Indians have also constructed swings for their children and hammocks for themselves with considerable of the fallen wire in their camping grounds.

It is an interesting spectacle to pass over the telegraph trail and note the acts of nature on the deserted wire. Mr. Borland tried in numerous places to shove poles over, as a test of how they were lasting in the ground after so many years. He was unable to accomplish it. This gives the reader some idea of the kind of material the Collins Company used in constructing this wire.

At different points along Telegraph creek and the Stekin river there are huge piles of material and thousands of coils of wire corded up, all a dead loss. In 1868 private parties constructed a line, as a speculation, between Quesnelle and Barkerville, a distance of sixty miles, at a cost of \$10,000, which, from a financial point of view, notwithstanding the fact that the receipts of the Barkerville office were \$1,500 per month, proved to be a failure. Those who complain of exorbitant telegraph rates of the present day should have lived in Barkerville between 1868 and 1870. The rate in those days for a ten-word message between Barkerville and Victoria, a distance of about 600 miles, was three dollars and fifty cents, and twenty-five cents for each additional word. The rate of today is fifty and four.

In 1870, the first Cariboo boom having terminated, and the throb of life having died out, capital withdrawn, etc., the telegraph no longer a paying proposition, the entire line was abandoned.

Mr. F. H. Lamb, now superintendent of the Western Union service at San Francisco, was, in the sixties and seventies, superintendent of that company, Portland to Victoria, and district superintendent of

the British Columbia Telegraph Service until its abandonment.

At this time, two operators, formerly employes of the line, a Mr. Yates, of Soda Creek, and a Mr. Hughes, of Clinton, undertook to keep that portion between their two respective towns, a distance of 131 miles, open, and maintain it at their own expense. They were fairly successful for about a year, when Mr. Yates died and Mr. Hughes removed to a ranch near the present city of Kamloops, where he still resides. This, once more, left the line a dead letter.

In 1871, the year of the confederation of the Dominion of Canada, when all public works were taken over by the Dominion Government, the Cariboo telegraph line once more received attention and was opened up for operation through to Barkerville, and has since been continuously and successfully under the operation of the department of public works of Canada, under the name of the Dominion Government Telegraph Service.

Mr. R. B. McMicking was the district superintendent to succeed Mr. Lamb, and held the position until the year 1879, when he resigned to accept the management of the telephone service of the city of Victoria, which position he still holds. He was succeeded by Mr. J. Wilson, who still holds the office.

In 1895 a branch wire was run from Ashcroft to Lillooet, a distance of sixty-two miles. Ashcroft is at present the relaying point for business between the outside world and points on the Barkerville and Lillooet lines. The Barkerville line is destined to become an important factor as the connecting link between the frozen North and the rest of the world. The Canadian Government having expressed its willingness to extend that line from Quesnelle, 220 miles north of Ashcroft, to Dawson City. The Canadian, British Columbia and Dawson City Telegraph Company (Limited) has just been incorporated at Ottawa with a capital of \$1,500,000 to push forward with this line.

Mr. C. A. Sherr is joint manager at Ashcroft for the Canadian Pacific Railway telegraph and the Dominion Government lines. The telegraph agents for the Government are: Clinton A. Labourdais, One-Hundred and-Eleven-Mile House; R. M. Cornell, One-Hundred-and-Fifty-Mile House; S. T. Hall,

Soda Creek; C. H. Smith (who claims the honor of having sent the first message over the Lillooet extension), Quesnelle; Mrs. A. Bowron, Barkerville; J. Stone, who is somewhat of a pioneer himself; in 1870 he was a marine officer in the British navy; opened an office at the English garrison on San Juan Island on Western Union wires. He also closed this office in 1872, as the ownership of the island was settled, and the British forces evacuated.

It will be recalled that the United States and Great Britain jointly occupied San Juan Island for a considerable length of time, when, in 1872, it was decided one or the other must pull out. The matter was left to arbitration, the Emperor of Germany being chosen as arbitrator and awarded the island to the United States.

Mr. P. Cummings represents the Government at Pavilion, on the Lillooet extension, and Mr. S. A. McFarlane holds forth at Lillooet.

Yours fraternally,

RUSSELL M. CORNELL.

"For Better or Worse."

When one takes up THE TELEGRAPHER for February and reads it from beginning to end, he is of necessity impressed with the thought that our good ship is still sailing, and is now on a prosperous sea. It is my opinion that I have never seen any greater evidence of the advancement of our Order's welfare than is manifested in the editorial department, and in the reports from the various divisions and the writings of correspondents in the last number of our Journal. It is apparent that we are beginning to gather the fruits of continued and concentrated effort upon the part of the organization. With this renewal of interest at this time, should also come a realization that our Order's success has not been accomplished in a day, nor has it been accomplished without serious set-backs and the overcoming of many seemingly insurmountable difficulties. It is probable that we shall have other hardships and difficulties to overcome in the future.

In view of the past experiences of our Order, and those of other labor organizations, it is safe to say that our future history will not only be clouded by set-backs, but we will find here and there recorded

the complete failure of accomplishment of our purposes. It is an old maxim, that "in the days of prosperity it is time to prepare for adversity." I am not now, neither have I ever been, a pessimist as far as the O. R. T. is concerned. I have always fully believed in its final success, in its future prosperity, and I see no reason at this time to change my views. It is an established fact that the Order is, and will continue to be, the representative organization of the railroad telegraphic employes of North America. The phenomenal success which we are now enjoying is but the result which we might expect from intelligent work upon the part of the Order along the lines of least resistance.

I always rejoice over every favorable report which reaches me of the Order's success upon some particular road. It is always a matter of congratulation that so much has been accomplished, and points the way to still greater attainments just ahead; but in view of our past experience I feel that it is necessary that we should bear in mind the fact that we cannot in every instance be successful in our undertakings. It is a lamentable characteristic of human nature that we become enthusiastic when success greets us, and are elevated to the fifth Heaven, as it were; but at the first serious set-back we are apt to forget our former successes and sink into the depths of despondency. I presume there is not a single telegrapher in the jurisdiction of our Order but who would gladly assent to any plan or movement which he believed would be of benefit to him personally; but when you approach them upon the subject of organization many of them will say, they do not believe anything can be accomplished by a labor organization, and that they take no stock in them anyhow. Some of these people, perhaps, at the same time are drawing from ten to fifteen dollars more per month from their employers, secured for them by the O. R. T. At the first failure of the Order to accomplish any particular point, they will shrug their shoulders and say: "Ah ha! What did I tell you?" Their influence is of little moment if it is not allowed to interfere with the advancement of the Order and the fealty of the membership.

But here is the point that I desire to make in this letter: Do not allow anyone or any-

thing to destroy your confidence in the futurity of the Order. Its success is sure. If at first it does not accomplish its purpose, it will keep on trying again and again, profiting as far as is possible by past mistakes, until the end is assured. It is my desire that all of our undertakings shall be successful; but it is not expected that they will be. Adverse conditions will arise which the best of generals could not anticipate, and we may meet with temporary defeat, but in the end the Order will triumph as it has in the past.

I shall not forget that the principal factor in causing the organization of the O. R. T. was the lost cause of 1883. Out of the ashes of that defeat came, Phoenix like, the Order or Railroad Telegraphers, now a glorious and useful organization, the bulwark of the telegraphic fraternity,

Yours in S. O. and D.,

A. D. THURSTON.

Potlic on Sunday Labor.

The letters in the January and February numbers of our Journal show that considerable interest is being awakened among the brothers by the discussion of the evils of continuous labor.

Any criticism of anything I may offer is taken in good part as it is by this means we will arrive at the best conclusions.

Would like Bro. "Johannes" to tell us which party would be most unreasonable. We as telegraphers asking that forty-two of the fifty-two days of which we are robbed, be returned to us, or the railroad companies in taking them by the rule of "might makes right."

In almost any other line of work holidays would be allowed to at least partly balance the account. Even the much abused "servant girl" has her "afternoon out." Do not think it is possible to find where a burden of this kind is more unequally divided. We do the work without compensation and the companies are nothing out, very naturally they are in no hurry about making a change. It costs them nothing if we wear out, simply a change in names on the pay roll, so we are not given the care that would be expended on horses or any other valuable animal.

No man of good judgment owning and

using a team twelve hours per day, every day in the week would expect two horses to answer his purpose. No sir. He would have two teams, working day about.

My plan of two weeks' vacation in each four months would give one more man work for each seven men now employed, thus giving eight men regular jobs (one would be relief man), where seven are now used.

Following the line of thought suggested by Certificate 475 of Division No. 23 believe, the satisfaction and contentment resulting, would add enough to the quantity and quality of the services of each man to more than pay for the extra expense.

Recall the old story of the wagon train starting westward in the early days; coming Sunday, all but one outfit stopping for a day of rest. The driver and owner of the one outfit contending that time was too valuable to spend in that way, proceeded on his way, and at camping time, Sunday evening, was one day's journey in advance of the main body, but by the following Saturday night, owing to the continuous drag on the team, wagon and driver, he was falling behind a few miles on each day's travel, and he continued to do so to such an extent that the main train caught up to and passed him. With his worn out horses he was unable to keep even in sight of the others, they reaching the final destination some weeks in advance.

We, or any other set of men, are not able to stand a similar continuous grind, without doing ourselves injury in some way. I know of a case now, where a brother worker is insane and has lately been taken to a "retreat." While it would be impossible to swear that Sunday work drove him to this condition, it certainly hurried it along. I am satisfied that had he had two weeks in each four months to rest and build up he would be sound in mind today.

Some brothers take the stand that Sunday work should be abolished altogether or that only necessary mail and passenger trains be run. Do not consider the former possible and as to the latter case, it is small relief when you have to keep the time of even one train constantly on your mind. For my part I prefer to have trains enough to make it interesting if I must be on duty.

Company officials know that we are talking of something in which we do not have

the sympathy of the public when we suggest that no trains be run on Sunday. The needs of our commercial interests have grown to such proportions that the waste which would result from inaction would be great and fall on people unable to stand it. On this line we have fruit and celery which is on the road over two Sundays.

Therefore, it seems that our relief must come at regular intervals in some manner to be determined in the future. It is not the heavy labor, but the drag, the monotony, which kills.

Railroads as a rule pay no pensions, therefore, they should be compelled to use their employes in a way which would in some measure insure to them health and happiness, which would make long term service possible. If they were obliged to pension us, probably we would be treated with more consideration.

POTLIC.

Show Your Colors.

It has been a source of wonderment to me for a number of years, why it is, that our brothers do not "show their colors." You may meet twenty members of this Order, and on not more than one of them will you find an O. R. T. emblem or other insignia to denote his membership, and to make it possible for other members of the Order to recognize in him a brother, without a previous acquaintance.

This is only true of our Organization, for if you were to meet twenty members of any of our sister Organizations, you would find some kind of an emblem prominently displayed, or at least nineteen of them, to denote their membership in the Organization of their class; then why not the Telegraphers? I do not believe that the spirit of unionism has been more fully developed in the members of our sister Organizations than it is in us; neither do I believe that the failure of our members to "show their colors" is due to cowardice, but I do believe that we have greatly neglected a point that would have given us much greater prestige both among the members of the other Orders, and the "non" members.

Were the members of the other Orders to take a silent count of our membership on the best scheduled roads in the country, they would conclude that we "had gone out

of business," as it is not likely they would find five members with an emblem displayed to denote their membership.

Again, an emblem is a good Organizer. If our 14,000 or 15,000 members each wore an O. R. T. button or charm, its result would be magical. "Non" members coming in contact daily with members of this Order with their colors "flying to the breeze," would soon recognize their lonely position, and be glad to join the procession to better wages and fair treatment.

To use the words of our distinguished friend, "get a move on you," and get an O. R. T. emblem as big as a football, and use it for a headlight—it will always shine, day or night. "OBJECT."

A Fatal Accident.

Editor Telegrapher:

For the information of the readers of THE TELEGRAPHER I submit the following, relative to a most regrettable accident which happened at Rogers' Pass on the Canadian Pacific Railway:

The heavy snow storms in the Selkirk Mountains the latter part of January and the first of February were followed by numerous snow-slides of a more or less serious nature. All day long, previous to the accident, slides kept coming down from the peaks which tower above the pass. One of which blockaded traffic and damaged telegraph wires to such an extent that it precluded their use for several hours.

It was not until late in the afternoon that a slide of most colossal proportion came thundering down the mountain side, leaving death in its wake. It crashed into the roundhouse and station, carrying these buildings before it and left so much debris on the line that it took over two days to clear it away sufficiently to resume traffic. At the time of the accident the agent of the company, William Cator, was at his post as usual. The night operator, Frank Corson, was in his room asleep. Mrs. Cator and her two children, Ethel and Charlie, Miss Annie Berger and an unknown Chinese cook were in the other rooms of the station building, and all were swept into eternity without a second's warning, with the exception of Miss Berger, who escaped, but has sustained serious injury, both legs and several ribs

broken. James Ridley, a wiper, was just outside the station and is among the dead, as is also an unknown white man, who was seen around the premises before the slide, but is since missing, and was undoubtedly swept into the great beyond with the others.

So far all bodies, with the exception of Mr. Cator and the unknown white man, have been recovered, and a vigilant search is being pursued, and all the missing will undoubtedly eventually be recovered.

Mr. Frank Vagoe, another employe, was badly injured about the head. This brings the list up to eight killed so far as known and two seriously injured.

No blame or responsibility for the sad affair attaches itself to the company or its officers. Too much praise cannot be accorded to Mr. R. Marpoll, Gen'l Supt. of the Pacific Division of the Canadian Pacific Railway, to Mr. E. J. Duchesney, superintendent of Mountain Division, and Mr. J. Wilson, superintendent of commercial telegraph, Pacific Division. Mr. T. Downie, chief dispatcher at Revelstoke, on hearing the news, immediately dispatched a fast special train bearing the above officers, also medical attendants, etc., to the scene of the disaster where it arrived post-haste. Although it met with some difficulty near Illicillewait and Glacier, where smaller slides blocked the way, it arrived at the scene of the disaster, and these officers, who have had experience, having grown up with the Pacific Division (C. P. R.), set to work with the best possible organization of the gangs to clear away the debris, and made strenuous efforts with the hope of bringing some of the people out alive, but without success.

Rogers' Pass is one of the historic places along that line of the railway. It is situated near the extreme summit of the Selkirk range of mountains, has always been considered safe and out of the usual course of slides which are a constant source of trouble and expense to the railway during the winter and early spring through this range of mountains.

This place (Rogers' Pass) was named after Major A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had trod the summit of the great Selkirk range. Glacier, a station a few miles westward from Rogers' Pass, is one of the best known stopping

places on the whole line, and a good idea of the nature of the disaster can be obtained by a mind's-eye review (of any who may have visited there), of the features around the big hotel with a mountain rising almost perpendicular in the rear.

The pass lies between two lines of huge, snow-capped peaks. That on the north forms a prodigious amphitheatre, under whose parapet 7,000 or 8,000 feet above the valley, half a dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which Hermit and McDonald are the chiefs, can never be forgotten by those who have seen the sights of a day. On the south stretch is the line of peaks connecting McDonald with Sir Donald, the rear slopes of which can be seen ascending the Beaver river. This pass valley has been reserved by the Dominion government as a natural park. This is right in the center of the snow sheds district. The Canadian Pacific Railway Company keeps quite a staff of employes at the pass, and several huge Richmond compound locomotives to assist trains over the divide, and between Beavermouth and Albert canyon stations, the most dangerous part of the entire line. Around the loop, etc.

Yours truly,

RUSSELL M. CORNELL,
C. P. Ry. System Div., Cert. 461.

Sunday Labor.

We are glad to see the cause of Sunday duty being espoused by so many operators, and we think it of more importance than the "threadbare student question," as every man with ability enough to become an operator can notice that every time he teaches a student "he furnishes a club to break his own head," and if he is not man enough to desist, it is very little use bothering him, as he will have his students anyway. We sincerely hope that by agitating the question of Sunday work, it will be as seed sown in good ground, and be the means of accomplishing some relief for the poor operators, who are shut up in their offices twelve hours each day, Sunday not excepted, and feel the heart ache it causes to see their friends and loved ones going to church on

Sunday and enjoying a good sermon, and associating with friends after the sermon is over, while he misses all this pleasure and is compelled to hear the monotonous "OS, OS" of the other operators as train after train passes their respective offices.

Gladly would he forfeit the difference in his salary to have each Sunday for himself, and breathe the air of freedom at least once a week. God knows none of us desire to do this work, and the question which must arise in each God fearing mind, is: "Are we justifiable in it?" We have been trying to solace ourselves with the belief we are, as we are compelled to do it, and that those who compel us to do it are responsible, though there is nothing in the Bible that justifies us in only keeping holy what the will of soulless corporations say we shall; but if we do not wish to work we can quit, and if we wish to see how much we will be missed, let us put our finger in a pail of water, and after withdrawing it notice how much of a hole is left.

The Bible says, "He who does not provide for his family is worse than an infidel," and for us to quit, who have fitted ourselves only for operators, would soon mean starvation, and we could accomplish nothing by so doing.

Yet when a railroad company will hold potatoes, apples and provisions from Saturday morning until Sunday morning, and put a car of this so-called perishable freight in each train of coal in order to dodge the law of the states, it is time something was done to stop it. If we would bring this matter before our legislatures in the proper way, it is to be hoped they would pass laws necessary to prevent this condition of affairs.

If they could not get a bill passed to compel the companies to run no trains, they could pass one that nothing but live stock and perishable freight should be moved on Sunday. This would compel them to hold for full trains of perishable freight, or haul one or two cars at a loss, and we feel sure no operator would object so much to letting the passenger trains and stock trains by.

We hope the day is not far distant when Sunday work will be made a national question, and surely it is of as much importance as a great many other questions that are included in national and state platforms. We hope soon to see it in our state platforms.

We are opposed to the open violation of the laws of God by railroad companies running freight trains on the Sabbath, and all other Sunday work that can possibly be dispensed with.

Let us hear from others in regard to this matter. Bro. Jose Gros, give us your views, and let us not give it up until we accomplish something, and let us hope the students who are being attracted from good homes by the glamour of the luxury of a paltry forty dollar job with not even a Sunday in the year to themselves, will take the advice of old experienced men, and find another means of earning a livelihood, for surely the Lord did not put any of us here to work in such a manner as this.

Respectfully, one of the oppressed,
CERT. 624.

From the Head of the Lakes.

A local writer has written a pamphlet on the "Passing of the Middle Classes," or their downfall, which has caused some comment, and, while I have not had the pleasure of reading it, the thought seems to be an impressive one at this time, when combinations seem to be engrossing the energies of the opposition.

The question of boycotting has also come in for a large amount of discussion, both of the daily papers giving space to "Old Subscribers," "Constant Readers," etc., to air their views. The matter was brought up originally by the query, "What is the matter with Duluth?" and every speculator, land shark, or unsuccessful business man with natural venom in his system has tried to show that Duluth's troubles are due to labor unions.

As a matter of fact, the city is at the present time in better condition, perhaps, than she has been for some time, but organized labor being well represented there, the proposition to reduce all things by the cheapening process to Asiatic conditions meets some resistance. It is really remarkable to see some of the alleged business men, the little fellows who sell groceries on the corners, expound on this matter. They are pinched on the one side by corporations and must look to well paid organized labor for their very existence, yet they insist on destroying this home market for its deleterious

effects on their business. The passing of the middle classes may soon be an accomplished fact, hard as it is for organized labor to contemplate, for we have always appealed our case to these independent thinkers who represent public opinion, but it is hard to understand why so many of them either directly oppose us or allow themselves to remain passive to our mutual interests.

I cornered one of them in a hotel lobby the other day, and, after explaining that we were the only organized conservators of man's right to live decently, study and improve American citizenship and maintain ourselves above the Coolies, Greasers, etc., he seemed to think somewhere or somehow we were wrong, although he could not explain just at the time the "somewherehow."

It seems this distrust of laborers, or common people, is inherent in some men, doubtless the prejudice of a thousand years, bred through the supremacy of a certain class of people.

The doctrines of Confucius, in China, are embodied in the national character of the Chinese, and I often wonder if we are drifting that way. Just now on the horizon we see consolidation of trusts, which, young Leiter says, will owe their existence to keeping prices down, which means cheap labor, cheap living and cheap people.

There is also a great cry raised for expansion. It seems to me that the latter cry is simply raised as an excuse to equip and maintain an army to conserve the holdings of these same trusts. Once in the world's history we had the feudal days, the rich holding their position because they owned the land.

The present time presents a country too vast in land wealth to corner conveniently, so the policy has been changed to this: These corporations are to buy up all natural resources, such as iron, coal, etc., and control all methods of transportation. Can they not tell us then, as the French noblemen did when the poor cried out for bread, to go and eat hay?

This is why all wealthy men stand for contracted currency. It was the same policy repeatedly carried out in railroad circles whereby the little fellows were frozen out. The same policy was generally applied to the United States, and, I think, the panic was prearranged.

We found many of our leading men turn right about face in advocating the principles of last campaign. Lured on by a mess of pottage, prosperity and better times, we sold our birthright, and now we behold the fostering of trusts, advocating of a large standing army for use here, not abroad, and the admission to our family circle of Asiatic labor.

I may be deemed radical by some, and a politician by others, but I claim this: If we don't wake up and get together for a common cause, if Republicans offset the work of Democrats, or *vice versa*, in our ranks, it will soon be too late to wake up. We shall have crossed the River Styx, and we won't wake up in Heaven, either.

Organized labor as it stands today will not be able to cope with organized capital, for history will repeat itself, and our epitaph will be the old one of labor, "Died through ignorance.

There is only one course left open to us, and here is my platform:

First — Government ownership of the government.

Second — Government ownership of methods of transportation and telegraph.

Third — Government ownership of banking institutions, so that the currency cannot be contracted or expanded at the beck of Wall street, and values prostrated so corporations can buy up all resources and inflate the value of a dollar in a panic.

Fourth — Get back to the principles of the Constitution, which are not old-fashioned, but owe their value to being fathered by men of higher ideals than commercialism.

Fifth — Get "our" men in office.

The whole structure hangs on the first and last planks. The world moves in politics, and we must enter politics if we are a factor in its movement.

NOCTURNAL.

THE WORLD WOULD BE THE BETTER FOR IT.

If men cared less for wealth and fame,
And less for battle-fields and glory;
If writ in human hearts, a name
Seemed better than in song and story;
If men, instead of nursing pride,
Would learn to hate and abhor it —
If more relied
On love to guide,
The world would be the better for it.

If men dealt less in stocks and lands,
And more in bonds and deeds fraternal;
If love's work had more willing hands,
To link this world with the supernal;
If men stored up love's oil and wine
And on bruised human hearts would pour it,
If "yours" and "mine"
Would once combine,
The world would be the better for it.

If men would act the play of life,
And fewer spoil it in rehearsal;
If bigotry would sheathe its knife,
Till good became more universal;
If custom, gray with ages grown,
Had fewer blind men to adore it —
If talent shone
In truth alone,
The world would be the better for it.

If men were wise in little things —
Affecting less in all their dealings;
If hearts had fewer rusted strings
To isolate their kindly feelings;
If men, when wrong beats down the right,
Would strive together to restore it —
If right made might
In every fight,
The world would be the better for it.

—M. H. Cobb, in *Typographical Journal*.



FRATERNAL

Grand Trunk Railway System.

Belleville and Toronto Section:—

Having seen nothing from this section for a long time, I will undertake to say a few words and give the positions of some of the boys along the line. Now that we have a contract with the company, giving a large number of men increase in pay, we should stick closer to the O. R. T. and see what can be done in the future for the benefit of the telegraph fraternity. Hurry up, and pay your dues promptly, and save unnecessary delay and see what we can do within the year toward getting a few additions to our schedule.

Commencing at Belleville we have Dispatchers E. O. Keeler first trick, with Operator French as copier, W. Happer second trick, K. Moore third trick, with Operator Bassett copying trainmaster's messages and making himself generally useful.

At Belleville yard, "YD" office, we find Operator Thos. King, days, and new man at night, whose name I have not yet learned. He is a "hustler."

At Sidney we find Godfrey as agent, and Operator Ruddell as owl.

At Trenton, E. H. Dornan as agent, Bro. Potts as day operator, and Riley, late switchman at that place, working the key at night.

At Murray Hill Bro. P. Fox as day operator, and Doreen at night. There is some talk of putting on an accommodation train between Trenton and Murray Hill for the convenience of Operators Fox and Doreen.

At Brighton Agent H. Forde with his say as day operator, and Operator Anderson, formerly of Deseronto Junction, working nights.

At Colborne G. I. Merriman, agent, and Operator Thorne keeping shop all day and part of the night.

At Grafton Sam Moore, agent. They had to close "NF" as a night office on account of a defective coal stove. The escaping gas used to put the operator to sleep every night.

At Cobourg R. Buck, agent, and Bros. Baker and Cook working week about.

At Port Hope T. Bell, agent, Mrs. Heagens, formerly agent at Pickering, as day operator, and J. Williams, formerly of the Midland Division, nights.

At Newtonville A. A. Bell, agent, Bro. Sam Wright, nights. I think there is a defective stove around "NW," too. Sam dies easy.

At Bowmanville Agent Woods day, Operator Pear-sall and Bro. McDougall, nights.

At Darlington Bro. Jennings, agent. Bro. J. reports heavy passenger business.

At Oshawa T. H. Coppin, agent, Bro. D. J. Kane, days, and Bro. Newson, nights.

At Whitby C. A. Hopkins, agent, Bro. R. R. Bird day operator, and Bro. Harley, nights.

At Pickering Geo. Johnson, formerly day operator at Bowmanville, as agent. Bro. George took unto himself a life-long partner recently, in the person

of Miss Lillie Barker, one of Oshawa's most accomplished young ladies. I haven't seen any cigars yet, must be something wrong.

On account of heavy grade and poor crossing facilities at Pickering, a new office has been opened about half a mile west to enable trains to get a good start for the hill. All train work is done at this office. It was at this office where a collision took place on the tenth, and from which place Bro. Peck and Brakeman Thompson made a good record running and scaling barb wire fences to get out of the reach of falling box and coal cars. It is manned by Bro. McLennan, formerly night operator at East Pickering, days, and Bro. Peck, formerly of C. P. R., Smith's Falls Junction, nights. (West Pickering is new name.)

At Port Union J. Sullivan, agent, and Bro. H. Godfrey, nights.

At Scarboro Junction W. G. Stewart, agent, and Bro. Bolton working nights.

At York P. P. Lynch, agent, with Operators Wiswell and Moher.

This is my first attempt, and if it don't get on too close terms with the waste basket, I may come again. I would like to see something from this section every month. Why don't some of the older men try a hand at it? With best wishes,

In S. O. and D.,

SAM.

Southern Division:—

As I did not see an account of the marriage of one of our brothers in last month's TELEGRAPHER, I decided to forward an account of it for the March number. It was an unusually pretty affair, solemnized at the home of the bride, at Moulton. The contracting parties were Bro. B. D. Cosby, of Marshville, and Miss Etta Nisbett. After the wedding dinner the happy young couple left by the afternoon train for St. Thomas and other Western cities. They have the best wishes of their many warm friends.

Now, if I may be spared a little more space, I should like to say a few words to the brothers on the Southern Division. We have a fair portion of the operators on this line who are good O. R. T. men, and there are a few who are not. Now, brothers, let us get after those who are not. Let us get to work and try to make this the first solid division on the G. T. R. I am anxious to see the whole G. T. solid, but take more interest in this, our own division. I admit that the O. R. T. is but an infant here, but I think it should be all the more our duty to try to rush the good work along, now that we have such a good start, and considering the success our committee met with in regard to securing the present schedule. Brothers, you all know, far better than I can write it, that had our officials found us unorganized, we would still be tending switch lamps and getting nothing for it,

and there would have been no change in our pay checks, or no over-time. Thanks to organization.

We have plenty of members along this line in good standing, and all that, but what are you doing for the good of this grand Order? I'm afraid there are many of you who, if you would answer that question truthfully, would say, "nothing."

This will never make us solid; if we lay on our oars and wait for some one else to start, I'm afraid our Order will never be any more than it is at the present time. Waken yourselves, be alive for your own as well as others' welfare.

Perhaps it would be advisable for me to drop out now and give space for some one else to express his opinion on the subject. This being my first letter, I do not want to weary you. I should like to see this division represented in every issue of THE TELEGRAPHER. I have taken the lead, now some one else follow.

With best wishes to the Order, I am
Yours in S. O. and D.,

AN OLD OWL.

After waiting long and patiently we have, what the most sanguine prophet of a few years ago would have declared to be, one of the impossibilities; a schedule, and a good one, one that no committee need be ashamed to present to those they represent. The operators who received the most benefit are those who most needed it. The thirty-dollar men have received an increase of from five to ten dollars per month, with pay for over-time. Is this not something to be proud of and something to protect what signifies our little assessments? But even now I am afraid there are those among us who will not make a small effort to meet these extra calls.

I say, shame on the O. R. T. man who so far forgets his Brotherhood that he leaves to a brother the burden of paying the expenses legitimately incurred on his account. If Grand Officers and committeemen, with their wives and children, could subsist on air and be clothed with the sunshine, what a success labor organizations would be.

We thought last spring that then was the time mighty efforts were required, and it was so. But in the future still mightier efforts must be put forth if we wish to follow John Bull's motto, "What we have we'll hold," and let us hold it. How? Just in the way we got it. Support the O. R. T., nothing else brought the increase, nothing else will keep it. The day is past when members of other Brotherhoods kick against dues and assessments when they come around. They know it has been the best investment they have made during the year; it must be so with us. Where would it be possible for me to invest fifteen dollars in order to bring in, say sixty or one hundred dollars, as has been the case with us? Think of this, and then make a solemn promise that you at least will be a man and not a parasite, and that every dollar that is due to our Organization shall be paid, even if it does cost an effort.

Let us pay special attention to the advice of our chairman, regarding attention to business. Let us give the Grand Trunk the most efficient telegraph service they have ever had, and when the time comes around, as come it must, when we again request an increase in pay, we shall have something to back us up in our demands.

Let me say a word in praise of our committee. They did their work efficiently and well. They had a hard task, and in many cases a thankless one, but they carried their point in every case. For astuteness and diplomacy they rivaled the most experienced politicians. Let us at least thank them.

In conclusion let me say again, pay your dues and assessments and keep them paid. This is what keeps the machine going, and go it must from this out, or two years will see us in a worse condition than that from which we have just emerged. The "good day" is here, let us keep it.

Yours in S. O. and D.

CERT. 44.

Union Pacific Railroad.

Third and Fourth Districts:—

C. E. Spear is still doing "biz" at Hershey.

J. W. Abbott is acting relief agent at Sutherland, on account of Agent Carpenter being on the sick list for the past six weeks.

R. G. Dailey was transferred from Archer to Paxton, with his German friend, Kelley, as agent.

Operator Whitely hangs on well at Ogallala.

Agent G. W. Carlson, at Big Springs, has a new patent clock of his own invention. Wish George would invent something to touch up these "nons" with.

W. A. Milner got in a few nights at Julesburg on account of Clyde Smith's sickness.

F. E. Rydberg has returned to Chappell, nights, from a few days' visit at Hastings.

John Alcorn is still agent at Chappell.

Operators French and Stewart, from Lodge Pole, were at Chappell as witnesses for the state in the Duke trial.

Operator Pierson worked a few days at Sunol wreck, giving Tidd more work at Sidney. Operator Boss doing the act, days.

Billie Aldridge, agent at Potter, was transferred to the second district at Alda. Agent from Alda going to Potter.

Agent Smith is still at Kimball. Operator W. A. Milner doing after dark duty, on account of G. W. Wigington being transferred to Archer.

Old Owl Osborne, of Pine Bluffs, is sick at Cheyenne; hope to see you back soon, Ed; 73 to Agnes. J. G. Thomas, a warm member, is relieving Ed. —.

Operator Burch relieved Operator Tidd at Hillsdale. Tidd going to Omaha on account of nothing else in sight.

Archer still holds Agent Williams, with Wigington nights.

Vic. Anderson turned a trick at North Platte, in place of Dispatcher Clabaugh, who has been sick. Train men say Vic was "hot doin's."

There are a few "nons" here, but hope to have them harnessed and broke in soon. There is one working a \$77.50 job here, and says the O. R. T. is no good, but he's from the B. & M.; we can't expect anything else from those Spaniards, as there are only a few O. R. T. men there, and they were made elsewhere.

"ROYAL BLUE."

This being the year for our biennial convention, it will not be out of place to look over the field and see what has been accomplished. First, we note the large number of schedules that have been put

in force the last two years, securing to many thousand telegraphers an increase in salaries, overtime and rules protecting them from injustice.

Then we note the condition of our Grand Division, the improvement in our Journal, which today is considered inferior to none; this feature alone is an honor to the profession, a feature that every telegrapher in North America should be proud of.

Union Pacific System Division is in a position to boast of her prosperity, both financially and numerically, having but a few non-members on the system, and a majority of these will unite at the proper time. The others are not desirable material, either for the Order or the service of the company; therefore it is not the object of this division to represent those whom we would not be willing to recommend to our officials for employment. We are more particular about the quality of the material than the quantity.

An operator receiving an increase in salary, several dollars each month on account of overtime and good rules, who is too selfish to participate in the small expense of the Organization and seems willing to allow his neighbor telegrapher to carry his part of the expense, is indeed a very small person in principle. If they do not believe in organization, why do they seek employment on organized lines?

The officials who employ us believe in our organization, and prefer union men. Experience has taught them that men are not organized to antagonize the interests of their company, but they are in duty bound to work to the interests of their employers.

Agents and operators on all scheduled roads should at all times keep before them the lines that are friendly to us, and in routing business, however so small, give preference to those lines that have met with us on friendly terms, for those lines that have not, do not pay their men living wages, and are antagonistic to the telegraphers' interest. Too much attention cannot be given to this matter.

From the absence of communications in THE TELEGRAPHER from this division, it would appear that we had no correspondents; but the old ship that has carried us for the past six years, has not encountered a wave, and she is sailing with contentment and solitude on a calm sea, to ascertain our number, strength and interest, come at us with an ugly weapon.

Our General Committee, at this writing, is at Omaha, meeting with the officials with a view of renewing the schedule, which was in effect under the old U. P. management, and to adjust other matters to the interest of the telegraphers.

During the past year our committee was successful in securing reinstatements to many of the brothers, who were discharged for a trifling cause. Their cases were taken to the general manager, who met our committee with all fairness, and in each instance the discharged brother was reinstated. The practice of discharging men for trifles does not meet with the approval of the management of the system, and in each instance of an unjust discharge the case should be promptly referred to the proper officials.

With best wishes and success for the new year,

I am yours in S. O. and D.,

"AN OLD-TIMER,"

N. Y., N. H. & H. R. R.

Highland Division:—

We are now doing a good freight business, and have added a few new crews to the list. The owls who enjoyed a few hours pounding formerly, have now adapted themselves to the situation and are ever on the alert for a "31."

I am sorry to say there are still a few here who are not in the Order. To them I ask: What is your object in holding from us? Not able just yet? Will you ever be more so while your salary stands as it is now? I think not. There will always be other uses for every five dollars you get. Don't wait longer. Come in now, *anyway*.

If you wish to better your condition you must help yourself. The Lord helps those who help themselves. He looks after and furnishes the food for the little birds, but he does not send a loaf of bread rolling all around a barnyard looking for hungry birds. They must get out and hustle for it. So must we get out and hustle, and He will look after our needs. For that purpose He has given us our Order, and all we need to do is accept that which He has given us, and then hustle.

Faint heart never won fair lady, nor anything else. As long as we act like a half-sick chicken, "stand on one foot and wait for someone to throw a ripe banana," we'll never get anything better, but have a part of what we now have taken from us.

Brothers, don't become impatient or discouraged. It takes time to accomplish big results. We have just as good material here as there is on other roads, and can accomplish just as much. Go slow and sure and each do his part, and all will be well.

Yours in S. O. and D.,

CERT. 241, DIV. 241.

Berkshire Division:—

Here we are to the front again, with a lot of good news for the boys. There were several errors in last month's Journal regarding the names of our worthy members of this Division, therefore we will just put down a few of the members along the line. Of course this is not all of them:

Mr. McCormick, night operator, West River Junction, Conn.

J. F. Moran, agent, Derby Junction, Conn.

N. C. Keeling, night operator, Derby Junction, Conn.

Jno. Cosgriff, operator, Shelton, Conn.

Mr. Pettit, clerk, Shelton, Conn.

L. Coulett, agent, Stevenson, Conn.

L. Taylor, agent, Botsford, Conn.

M. Cosgriff, operator, Stepney, Conn.

F. M. Kennedy, agent, Long Hill, Conn.

T. M. Holian, operator, Newtown, Conn.

M. O. Donnell, agent, Brookfield Conn.

M. T. Ryan, agent, Still River, Conn.

W. H. Percy, operator, New Milford, Conn.

J. McDonnough, night operator, New Milford, Conn.

W. D. O'Donnell, baggage master, New Milford, Conn.

E. R. Davison, agent, West Cornwall, Conn.

A. S. Davis, Falls Village, Conn.

T. E. Bennett, operator, Great Barrington, Mass.

J. H. Cosgriff, agent, Glendale, Mass.

C. W. Barrington, Lennox, Mass.

J. C. Gleason, operator, Pittsfield, Mass.
 F. H. Barker, night operator, Pittsfield, Mass.
 H. A. Roels, operator, Pittsfield, Mass.
 P. C. Murphy, clerk, Pittsfield, Mass.
 J. H. Farbar, night operator, Bridgeport, Ct.
 P. A. Morarity, day operator, Bridgeport, Ct.

We learn that Bro. Pettitt, has been taken seriously ill at Shelton, and Bro. Kneeling, of Derby Junction, is relieving him, while Operator J. McNeill is doing owl work at Derby Junction. We hope that Chas. will recover.

Park City Division, No. 241, was well represented at the last meeting with the Don and Berk Division brothers.

We learn that several of the D. & N. boys are very fond of Bridgeport baked beans, and make themselves right at home when they get into Park City.

Brothers, it has been rumored that the next meeting of Park City Division No. 241 will be held on Sunday, February 19th. Now, if this is the case, look out for the notices from our worthy Secretary and Treasurer, and make a grand play to be present.

Our worthy Bro. Kennedy, of Long Hill, turned out about twenty letters per day during the last two weeks, and I am glad to say that every brother along the Division is doing the same.

Business keeps booming, and there is plenty of work for O. R. T. boys. No other men need apply.

It is a wonder that Bro. McDonnough, at "J," would not invite us up to hear his graphophone or bring it down to meeting. Hi, hi, "M. D.," we are onto you.

Now, brothers, those who have never had the chance to get to our meeting on account of their being held on Saturday night, you have got a show to prove you will, by coming on Sundays.

I will cut out now, for if I do not the editor will be grounding my wire for good. Let's hear from some other brother.

DAINTY DUTCHESS.

To all Members Employed on the N. Y., N. H. & H. R. R.:

Please note that my address hereafter will be 831 Grand avenue, New Haven, Conn., and all correspondence or remittances should be mailed to that address.

J. R. CARDINAL.

Gen'l S. & T., and S. & T. Div. No. 241.

Allegheny Valley Railway.

River Division:

As I have never seen any notes from this Division of the Valley, I will send in a few to start the ball rolling:

At Sixteenth street freight office we find Bro. Sarwine.

Bro. Hawk is copying third trick at Forty-third street.

Miss Eaton is at Verona, days, and Bro. Wiles at night.

Bro. Whitsell is at Valley Camp, days.

Mr. Weaver, days, and Mr. Shuster, nights, are at W. P. Junction.

Bro. Truby is at New Kensington.

Bro. Alter is at Braeburn.

Mr. Gray is at Kelly, days, and Mr. Sloan nights.

At Kittanning we find Bro. Reynolds, days, with Mr. Slaughenhaupt nights.

Mr. Croyle is agent at Mosgrove, and Bro. H. W. Black is agent at Mahoning.

Miss Rimer is agent, and Bro. Rimer nights at Rimerton.

At Red Bank Junction Mr. Campbell is agent, Mr. Johnson day operator, and Mr. McElheney is doing the owl.

Bro. O. J. Williams, days, and Mr. Benninger nights at Brady, Mr. Collins agent and Bro. D. B. Williams operator.

Mr. McGeary is agent and Mr. Foy, nights, at Foxburg.

Mr. Butterfield is agent at Emlenton.

At Wood Hill we find Bros. McCormick and Currin.

Miss Evans is at Rockland.

Mr. Weaver is agent, Bro. Stewart, days, and Bro. Landis, nights, at Kennerdell.

Miss Furguson is at East Sandy.

Mr. Crawford is agent, and Mr. Barr is doing the owl at Franklin.

At South Oil City we find Mr. Powell and Mr. Lowes.

CERT. 901.

Pittsburg Div. No. 52.

Met in regular session Saturday evening, February 4th, with a very poor attendance to start with, but a few dropped in later and made things become more interesting. A great surprise to us was the absence of our First Assistant's smiling countenance which is something unusual, as he is one of our most regular attendants. Our Treasurer was also absent, but we can overlook his absence as he is now enjoying a vacation that was granted him a few days ago.

Minutes of the preceeding meeting being read and approved, the regular routine business was taken up. Everything passed off very nicely as the boys of Lodge No. 52 are great hustlers, especially when they get down to work.

Our representative of the State Legislative Board, who was called away to attend a meeting of the Board held in Harrisburg, January 25th, handed in his report of the proceedings of the meeting, and I must say that we could not listen to a better report than he had prepared.

The P., V. & C. is getting in line now through the work of our worthy Chief (Bro. Konenkamp) and several others who are pulling the boys right in line, and I will further state that there is hardly a meeting night goes over our heads that we are not called to act upon the application of one or more of the "nons" from the P., V. & C. Our brothers are doing noble work, and it is now beginning to show, after years of weary toil, but the "nons," like a great many on the other roads, are beginning to see what a mistake they have made in the past, and are now trying to turn over a new leaf and enjoy some of the good things.

After a few remarks by the brothers present, the Division closed in regular manner at 11:30 p. m.

DIV. COR.

Mr. I. S. Hare, who for many years has been chief operator of the Pittsburg Divisions, of the Baltimore and Ohio, and also manager of the Pittsburg terminal office, has left the service of that company, after fifteen years of continued service. Mr. Hare

is well known as a telegrapher of extraordinary ability as well as a testing operator. He is well known throughout the country, having a large circle of friends among the telegraph fraternity. His position will no doubt be a hard one to fill, as he grew up with the telegraph department of the Baltimore and Ohio, and was an authority on telegraph matters at the Pittsburg end of the Baltimore and Ohio. Despite the increased inducements offered by the Baltimore and Ohio for Mr. Hare to remain with them, he was compelled to refuse. Mr. Hare has accepted a responsible position with a leading firm of bankers in Pittsburg. His host of friends are wishing him all kinds of success, as none deserve it better.

Clark Robison Cramer, was born in Lowellville, Ohio, March 23, 1874 and died at Struthers, Ohio, Monday, January 9, 1899, of typhoid fever, at the home of his parents, Mr. and Mrs. Wm. Cramer, after an illness of only three weeks, aged twenty-four years, nine months and seventeen days. He was buried in Lowellville cemetery, January 11th.

His first work was at Niles, Ohio, August 11, 1891 on the A., Y. & P. R. R. He later worked on the P. & L. E. R. R., P. & W. R. R. and B. & O. R. R. He was unmarried.

Bro. Cramer was a member of Division No. 52, in good standing, and was well liked by his associates.
J. W. B.

IN MEMORIAM.

WHEREAS, God in His infinite wisdom has deemed it best to remove from this earthly life, Bro. Clark Robison Cramer, of Struthers, Ohio, whose death occurred at that point on January 9, 1899, from typhoid fever, therefore be it

Resolved, That the members of Pittsburg Division No. 52, Order of Railroad Telegraphers, extend to the parents of our late Bro. Cramer, their heartfelt sympathies in this, their sad bereavement, and further,

Resolved, That a copy of these resolutions be spread upon the minutes of this Division; a copy sent to the bereaved parents, and a copy be furnished our official Journal for publication.

M. D. ULLERY,

C. S. SCHOFIELD,

W. P. BURROWS,

Committee.

Pittsburg, Pa., Feb. 4, 1899.

Norfolk and Western System No. 14.

I have a plan to suggest to Norfolk and Western Division No. 14. I do not know whether I am in order or not, and I am sure the wise heads who planned the System work have given close study to every point, but there is nothing accomplished these days without thorough system.

It seems to me that the thing most needed at this time on the Norfolk and Western is thorough organization, and the question is: How can this best be accomplished?

There are plenty of men now on the road who are non-members for the simple reason that they have not been urged to join, and the majority in their section are not members.

Men, in this respect, are very much like sheep, when one goes the rest follow, and if we are leading them into a good thing, why not let down the gap?

My plan is this: Let the Chief Telegrapher appoint, after having received the sentiment of the operators, a local organizer (without compensation), for each train dispatcher's district; for instance, one between Norfolk and Crewe, one between Crewe and Lynchburg, and one between Lynchburg and Roanoke. That would cover the Norfolk Division, and so on, until the whole System has a local organizer for each dispatcher's district.

Then let this man (who should be one altogether fitted), put himself in touch with every operator in his district. Let him find out every operator, by correspondence or otherwise, and urge him to become a member of the Order.

He should be posted so as to locate every O. R. T. and non-member in his district without hesitation. Application blanks and printed matter should be supplied this local organizer for profitable distribution in his district.

Each of these local organizers should be required to make monthly or quarterly statements to the head of their department, showing how many members and how many non-members there are in their district; how many new members secured, how many have dropped out, and the cause for same, and what effort has been made to secure those who are not members.

These reports should then be made to a Chief Organizer, who will condense them and make a general report to the meeting, which report should be included in the minutes and furnished each member. This work should be under a General Organizing Board.

I should be glad to know that this plan meets with approval and is adopted by the N. & W. Ry.

A MEMBER.

M. K. & T. Div. No. 22.

First District:

Bro. E. E. Delaplain, who has been working extra at Beagle for a few weeks, goes to LaBette as regular man, so we understand.

Mr. Conner, formerly of Asylum station, is to relieve Bro. Delaplain at Beagle.

Bro. T. W. Howe has been appointed Chairman of the Second District, vice W. B. Coupland, resigned.

An official came along, recently, and caught some of the boys with their switch lamps hanging out late in the day. I understand that three of the boys have received their time on account of it. This switch lamp question is certainly worth arguing for when you are after a schedule.

Well, boys, don't forget about paying up your dues, for as long as you are behind our Secretary is going to dun you, and that costs the Division considerable money.
CERT. 20.

Bro. Beck is with us again in "DO" office St. Louis. We are glad to see you back, Harry, and looking so well after your vacation.

Bro. C. L. Rouse, agent at Hamburg, is off for fifteen days' rest and visit with his parents. There is a rumor that he may accept a position with another road. We would hate to lose you from the "Katy," Bro. "CR," but wish you the best of success wherever you may be.

Mr. T. F. Chiles is relief agent at Hamburg during the absence of Bro. Rouse.

Bro. Steele, at Marthasville, was laid up by sickness for a few days and was relieved by an extra man.

Our Grand Chief, accompanied by Mrs. Powell, passed through here recently on their way to Galveston. We were lucky enough to get a hearty grip of Bro. Powell's hand and an introduction to his charming wife.

Bro. A. B. Stilwell, of South Yards, Hillsboro, passed here today on his way to San Antonio on business connected with the Order.

Bro. Shrock, agent at Huntsdale, was away for a few days, being relieved by an extra man, whose name we do not remember.

The promotion of Mr. N. J. Finney from trainmaster to superintendent of the St. Louis division is a good one, and gives great satisfaction to the men in his department as he is universally liked.

The promotion of Mr. J. W. Boyd from the agency at Boonville to the same at St. Louis gave Day Operator F. T. Waltz the agency at Boonville, Night Operator Outten the day job, and Operator Brown, from Sedalia, the night job.

One dispatcher was taken off at Sedalia in February, throwing Dispatcher Joe Goodfellow back to his old place as operator in "X" office, Sedalia.

Bro. G. T. Stablein was changed from nights at Nevada to nights at St. Paul, and put on extra list account an older man having his office closed.

Mr. R. L. Hunter, operator and timekeeper at "HO" Hannibal for several years, has gone to work nights at Nevada, Mo. Our officers for 1899 are as follows:

General Chairman—F. S. Werner, Lockhart, Tex.
Chairman First District—H. B. Evans, Portland, Mo.

Chairman Second District—T. W. Howe, Erie, Kans.

Chairman Third District—J. F. Cox, Burleson, Tex.

Chairman Fourth District—E. B. Hill, Temple, Tex.

DELEGATES TO BIENNIAL CONVENTION.

H. B. Evans, First District, Portland, Mo.
L. D. McCoy, Second District, Selma, Kans.
A. B. Stilwell, Third District, Hillsboro, Tex.
F. S. Werner, Fourth District, Lockhart, Tex.

ALTERNATES.

J. B. Dubrouillet, First District, St. Louis, Mo.
J. T. Clapper, Second District, Atoka, I. T.
T. A. Wilson, Third District, Denison, Tex.
E. B. Hill, Fourth District, Temple, Tex.

L. D. McCoy.
Gen'l S. & T.

Frisco Div. No. 32.

"Tell me not in mournful numbers,
Life is but an empty dream;
And the soul is dead, which slumbers,
And things are not what they seem."

Most every road in existence, that has the right kind of "push," is coming to the front, and why should we "not" clear our hurricane decks, and show to the world that we are not dead, nor slumbering, and that things are what they seem? Let us renew with all vigor our war on the "nons," who are drawing increases of pay, ranging from \$40.00 to

\$75.00 per year, and by the sweat of our brow. But in time they will quake under the scathing fire continually poured on their ungallant souls, by my co-workers, for justice and prosperity, and soon we will all be united as one common Brotherhood.

I admonish you, one and all, not only in Division No. 32, but all over this broad universe, to dig down deep and get some weakling, who has not heard of the joys, blessings, happiness, and protection, he can derive from the grand old "O. R. T." Statistics show that wages paid in the United States are four per cent. less than Great Britain. Why? The working people of Great Britain are united as one brother; they have their labor laws amended to suit the different trades unions; peace, harmony, and happiness reign supreme.

What we need in this country is reformers; men who cannot be bought for a few pieces of gold, and who cannot be accused of malfeasance. The refulgence displayed by the great corporations of today, will, in nine cases out of ten, unbend the unguarded man, who has honest purposes at heart. When we find such men in our ranks, or high national offices, the people should have the right to demand their removal or impeachment.

Bro. D. C. Jones has been transferred from Wentworth, Mo., to Leon, Kas. He was relieved by a Mr. Williams.

W. G. Griswold was promoted from operator at Cherryvale, Kas., to the Agency at Carl-Junction, Mo.

Yours in S. O. and D.,
Div. Cor.

Baltimore and Ohio Southwestern Ry.

Reviewing the past year we have just cause to congratulate ourselves that we are members of the noble O. R. T. What that Organization has accomplished for us in the past year is enough to cause me to look at a "non" with some compassion, when I think how insensible he is to the benefit he derives through organized labor. Poor misled creatures, undoubtedly they are expecting a "pull" or perchance they may expect to become a dispatcher much sooner by keeping "clear" of the O. R. T. It has been fully demonstrated to every "non" on this line that there is truth in the old familiar phrase, "In union there is strength."

Would we have a new schedule with all of its advantages over the old one, and the increases in salary at the heaviest offices if it were not through organization? No, decidedly no. Yet, we have "nons," who have the unadulterated audacity to ask, "What good has the O. R. T. ever done on this road." The following will give you some idea of the standing of the O. R. T. on the Cincinnati Division, West. Storrs yard office, Operators Stafford and Weidman; Delhi, Ohio, Bro. Harper, days, Operator McDevitt, nights; North Bend, O., Bro. Hopping does the agents act. Bro. "H" can tell you what the O. R. T. did for him when his salary was "cut," but it was not long until the "cut" and all due him on his old salary was restored. At Gravel Pit, O., you will find Bro. Watson, days, and Operator Malley, nights. Now we pass over the state line into Indiana, where we meet two staunch members at East Lawrenceburg tower. Bros. C. P. Swarthout and Bert Siemantle; at Lawrenceburg depot, Bro. McElvaine holds forth; at

Aurora, Bro. Earnest Swarthout is in charge; at Cochran, Bro. Kerr, days and Operator Mattox, nights; Dillsboro, E. Scoopmire an ex-member, day operator. Bro. Wm. Swarthout finds it a lonesome place at night; at Cold Springs, Bros. F. C. Johnson and Parks are trying to find out who is champion checker player; at Moores Hill, Bro. Bernhart is agent; at Milan, days, L. E. Wood, ex-dispatcher commenced work January 16th; Day Operator Beatty will take the night office when he returns from a trip out West; Bro. C. B. Rawlins will be taken to some other office; at Osgood, Bros. Kelly and Young do the telegraphing in fine style; at Holton, Bro. Frey makes out daily account current; at Nebraska, Bros. Gordon and Arnold hold forth; at North Vernon, Bro. W. B. Dobbins, chief and our genial Secretary and Treasurer Bro. Davis operator; Bro. Hicks, the "warmest" man on the "pike" does the "owlact"; at Hayden, Bro. Hudson does the agent's work; at Seymour, Operator Fry, days, and Bro. McDermott, night man.

Yours in S. O. and D.,
CERT. 76.

C. H. & D. System, Div. No. 21.

Business on the System is on the increase, so is our Organization; seven new members this month show how rapidly we are increasing in membership. The boys are beginning to realize that to be a successful organization they must assist in building up, instead of depending on others to do the work, and they have all joined in the work. Our brothers are going into the work with the intention of succeeding, and they will. They are rounding up the telegrapher's class with the view that the work is never done in the way of bringing in new members, and the work is beginning to show. If you keep pushing forward for another month or so the system will be solid, with the exception of four or five, whom we could not take into the Order, they are no good.

The General Committee held a meeting at Hamilton on January 18th, and no call was made only for the General Committee, but about eighteen or twenty of the brothers from the Cincinnati Division were present. That is right boys, everybody come and jollify.

It has been decided to hold a meeting some time in the near future, of which due notice will be given each and every member on the system to attend, with Grand Chief Powell present. When you receive the notice do not fail to attend, and meet the Grand Chief.

Yours in S. O. and D.,
CERT. 2316.

I have just finished reading the February TELEGRAPHER, and think this month's issue surely excels any previous issue that I have ever seen. There is more good food for sober thought in this little Journal than will be found in most of the more expensive periodicals of the day, and I hail its advent each month with delight. What a pity it cannot be made a semi-monthly organ. Now, if space will permit, I would like to say a few words of greeting to my former comrades.

The Erie, glorious Erie! How well you look in print. I see Todhunter is promoted. Good boy,

"Toddy." Joe Wall, shake. Hogan, too. How'd'y Clancy; still at "MD" are you. 73.

Where is Division No. 21 this month? Kelly busy keeping the D. & I. lined up. "Jack" and "The Bear" nursing the babies, and Charlie is skinning poles, I suppose. Boys, do you not think it a good idea to appoint Bro. Ed. Barrett Division Correspondent, and follow a plan similar to that of the Erie? He is in a very good place to gather the "News." I do not see your roster of officers for '99. Who is Secretary?

If you only know how glad your absent brothers are to hear from you, you would all "shove the wheel" a little. When alone, my thoughts naturally return to you, and as I recall the happy faces of each loved brother, I wish I could "roll away the scroll," and instill in you my hopes and fancies, but isolation prevents. Isolated as we are, and deprived of that happy communion, and exchange of thought which gives food for meditation, words of love and encouragement, deprived of the blessings that all other men enjoy through fraternal intercourse, we naturally feel that we are entirely alone in the world.

I firmly believe that it is this very isolation that has placed the telegraphic fraternity where it is today. Just think, my brothers, that the superb following of Professor Morse, the noble men of our profession, who, in reality, hold the wheels of commerce between thumb and finger, should be looked upon as the "scum of civilization" almost. Had we the pleasures of communion who can say that reason would not prevail, unity be restored to us, and some Napoleon of our craft lead us to a higher educational plane, respect and victory.

Most truly yours, in S. O. and D.,
CERT. 1, Div. 21.

San Francisco Division.

Pacific Division No. 170, will hereafter meet on the second and fourth Saturday nights of each month, at 20 Eddy street.

Our meeting of February 25th, was called to order by our Chief with a quorum of members at 8:30 p. m., with all officers present excepting Marshal, whose place was filled by appointment, pro tem. Minutes of the previous meeting were read and approved. At this meeting twenty-two new names were added to our membership roll by the Organizer and by petition, and two by transfer, making an increase of twenty-four members.

A very large list of correspondence was read and ordered to be filed. The following communications were acted upon: A copy of a long letter from Bro. Estes was read, and upon motion the brother was tendered a vote of thanks for his conspicuous and untiring efforts in behalf of the Order, and the Secretary was instructed to communicate this to the brother by a personal letter.

The brother, against whom charges were preferred, asked through his counsel, for a copy of our laws concerning violations thereof and punishments. He was furnished a copy of our Constitution.

The Grand Secretary asked that the books of the Secretary-Treasurer of Division No. 170 be audited, in order that the new bond might be secured, the

old one having expired. The Chief appointed a committee, to meet the following day, and go over the books.

At this point the regular order of business was suspended, in order that we might install our Second Assistant Chief, who could not remain longer owing to pressing personal matters.

Owing to the heavy amount of business, a motion was carried that we meet twice a month, on the second and fourth Saturdays, at the present meeting place.

In order that we might have an interesting article in each issue of THE TELEGRAPHER, it was decided to have a regular correspondent, and Bro. Clinton Bancroft was vested with authority to act in such capacity. Any brothers having small items of general interest will please send them to the correspondent at Huron, Cal.

The Committee on ten hour law before the legislature at Sacramento, made its report, and was discharged. The Committee on the System Division reported progress.

Bills allowed: Hall rent, \$1.75; Postage, \$3.00; Secretary's salary, \$10.00.

The writer hereof wishes to inform all brothers that those who miss a meeting hereafter, will miss an enjoyable time. We intend to have a few minutes after the meeting to become acquainted.

If our present progress continues, we will have an excellent Organization on this coast before many moons. One brother says it will continue, and by the amount of energy he is expending, it will. He is not sparing his money either, which is all the more remarkable.

Yours in S. O. and D.,

CERT. 257.

Park City Div. No. 241.

The regular monthly meeting of this division was held in Bridgeport, Conn., on Saturday night, February 18th, at which the following officers were present: Chief Telegrapher, First Assistant Chief Telegrapher, Second Assistant Chief Telegrapher, Marshal, Inside and Outside Sentinels, and the Secretary and Treasurer, Past Chief Bro. Moriarty.

Minutes of the previous meeting were read and approved.

The following petitions were offered by our local Organizers and were balloted upon favorably: Mr. C. R. Weeks, Elliotts; Mr. Geo. Goulett, Stevenson; Mr. H. B. Spencer, Southbury; Mr. Fred A. Bates, West Cheshire; Mr. Geo. A. Knapp, Norwalk; Mr. J. E. Woods, Winnipauk; Mr. J. S. Morgan, South Wilton; Mr. Thos. E. Maum and Mr. Jas. M. Ennis Ansonia; Mr. John F. Moran, Derby; Mr. Chas. H. Taylor, Georgetown; Mr. A. Longstreet, South Norwalk; Mr. Pat. F. McCormack, West River Junction; Mr. Ed. S. Carey, North Haven; Mr. Chas. E. Brennan, New Haven; Mr. J. McNamara, Belle Dock, and Mr. Harry W. Platt, New London, Connecticut (seventeen). This is a very good showing, but keep your eye on the landslide next month.

The following bills were ordered paid: To the Grand Division for supplies, \$4.00, and Hall rent, \$2.00.

Communications were read from Bros. Humphred and Spencer, asking the division to put paid Organ-

izers on the road, and assess the members for same, contending that it would be the cheapest way to get thoroughly organized. Referred to the Organizing Committee, who have the matter already under consideration.

A letter is also received from Bro. E. M. Rebison, stating, that in his opinion, the discontinuance of sending out the minutes of the meetings to members who cannot attend same, will be detrimental to the division.

Dispensation to elect a First Assistant Chief, was laid over until next meeting.

A letter was received from Bro. C. R. Withrow, Secretary and Treasurer of Boston Division No. 34, advising that a joint meeting of the O. R. C., B. of L. E., B. of L. F., B. of R. T. and O. R. T., will be held in New London, on the fourth Sunday in March.

The Chairman of the Organizing Committee states, that all the divisions are being simultaneously canvassed, and it looks forward for a big increase in membership within the next thirty days; that he has the matter of paid Organizers up with the Grand Chief, and will see what can be done in that line.

The Finance Committee makes report, that they audited the books of the division on January 29th, and found same correct, and to conform with the statement issued at the close of the last term, by the Secretary and Treasurer.

The chairman of the ball committee reports that the total expenses were \$134.50, and the total receipts \$190.50, including twenty-three dollars privileges granted, not yet quite settled up, making a net profit of fifty-six dollars, with 194 tickets still unreported. The report was accepted and the committee discharged with thanks.

Owing to the extra expense devolving upon the division, in organizing, etc., at the present time, it has been decided to send only one delegate to the Grand Convention in May, and a vote being ordered to designate which of the three delegates elected would be sent, Bro. Cardinal was selected and accepted, after asking for instructions on certain matters that will be brought up before that body, and informed that it was the desire of the division that he go uninstructed.

Bro. T. O. Tiger having resigned as Chairman of the Board of Adjustment on the New York Division, Bro. Cardinal was elected in his place, Bro. Felter to the chairmanship on the Hartford Division in place of Bro. Cardinal, and Bro. Brooker on the Board in place of Bro. Felter.

It was also decided to change our date of meeting from the third Saturday night of each month to the third Sunday of each month, at ten o'clock, a. m., and all arrangements have been made accordingly at the same place, corner Main and Wall streets, Bridgeport, Conn. Entrance on Wall street.

Bro. E. S. Thorpe, who was reported sick at our last meeting, has been furnished with a refund of dues for the present term, on receipt of a doctors certificate.

Bros. J. F. McCue, Holyoke, Mass., and George Pelletier, Woonsocket, R. I., both reported out of work. Advise the Secretary and Treasurer of any vacancies.

Good of the Order. — Under this heading it was explained that the object of changing our meetings,

once in a while, was to give a chance to those that cannot attend night meetings, a show, without being obliged to hold two meetings a month, which is considered unnecessary and expensive. The meetings so far have been well attended, and it is to be hoped that the night men will show their appreciation of the present move, by turning out as well as the day men have done since the division has been located at Bridgeport.

Bro. Cardinal, Chairman of the Organizing Committee, states that the Western district is under full control, and that the reports that he receives from all directions are most favorable. The members are working with a vim that does them much credit, and while handicapped himself, on account of the great amount of correspondence that he has to attend to, in furnishing information requested by non-members, always manages to bring in three or four applications each month. Each member can do the same thing if he only takes the trouble to go and talk to the non-members in his neighborhood. With the present special inducements, and insurance practically without cost, it is as easy to organize today as rolling off a log. Don't be a calamity cryer, get down to hard and steady work, and you will be surprised how easy it is to succeed. There are some "nons," but very few, whom we cannot induce to join, for love nor for money, but their numbers are so insignificant that they do not cut any figure in the labor market, and can be easily pointed out as the men Robert Burns had in mind, when he said: "Man's inhumanity to man makes countless thousands mourn."

Yours in S. O. and D.,

J. R. CARDINAL,
Secretary and Treasurer.

In Memoriam.

"WHEREAS, It has pleased the Almighty to remove from our midst our beloved Bro. A. Follett, who departed this life Friday, January 13th, while suffering from an acute form of pneumonia; therefore, be it

"Resolved, That by the death of Bro. Follett, this division has lost one of its most loyal and ardent members; and therefore, be it

"Resolved, That the charter of this division be draped in mourning for a period of thirty days, and a copy of these resolutions be spread upon the minutes of the division, also a copy be forwarded to the widow of the deceased brother, and also to THE RAILROAD TELEGRAPHER for publication."

PIKES PEAK DIV. 49.

Bangor and Aroostook Railroad.

As we never see a line from the old B. & A., I am tempted to try my luck, so as to inform the boys in other places that the Order is not neglected in this "neck of the woods." La grippe has made wonderful inroads into our force, and most of the boys are sick.

R. Bartlett, assistant agent at Ashland Junction has accepted a position as agent at Jonesboro, on the U. C. R. R.

L. S. Bartlett, who has been agent at St. Croix, has accepted a position as agent at Jacksonville, on the U. C. R. R.

We are all gratified to see the strides the Order is making, and hope it will continue until every man and woman engaged in the business will look upon it as a solemn duty they owe their fellows, to join the organization of their craft.

I hope next month to see that some other brother has been induced to take up the pen for the benefit of the members on the B. & A.

With best wishes to you all, and success to the
O. R. T., Yours in S. O. and D.,

KING BARTLETT.

The Home.

Statement of receipts received at the Home for the month of February, 1899:

O. of R. C. Divisions.....	\$120.00
L. A. to O. R. C. Division No. 37.....	26 00
B. of R. T. Lodges.....	34.83
G. I. A. to B. of L. E. Division No. 85.....	5.00
G. I. A. to B. of L. E. Division No. 125.....	5.00
G. I. A. to B. of L. E. Division No. 231.....	2.00
Estate of J. W. Welsh.....	200 00
Cash advanced by Hon. L. S. Coffin.....	250 00
Cash advanced by Wm. Kilpatrick.....	5.08
For stable rent.....	2.00

Total.....\$649.91

Mrs. J. E. Minor, G. I. A. Division No. 177, New Haven, Conn., one box of groceries.

Mrs. N. Stewart, G. I. A. Division No. 114, St. Albans, Vt., one box of linens.

Mrs. F. D. Green, G. I. A. Division No. 183, Eagle Grove, Iowa, one box of groceries and linens.
Sarah Simpson, L. A. to B. of R. T. Lodge, No. 60, Mattoon, Ill., one package.

Mrs. T. B. Watson, Secretary and Treasurer of the Home, two barrels of canned fruit.

One box of fruit and groceries from Des Moines, Iowa, no letter.

One box of fruit and groceries from Toledo, Ohio, no letter.

One box of fruit and groceries, unknown.

Respectfully submitted,

MRS. T. B. WATSON,
Secretary and Treasurer.

Highland Park, Ill.

Belpre, Ohio, Div. No. 12.

January meeting was called to order with Chief Costello in the chair; but we are sorry to say the attendance was not what it should have been, but this was made up by the interest taken by those present.

Routine business was gone through with in short order. Several special communications from Grand Chief Powell were read by the Secretary, regarding the situation; and I will say right here, brothers, that we want you all to wake up at once and get after that "non," and do not let him rest until you hold his application. There are none on our line who do not owe it to themselves, as well as the O. R. T., to join. Get after those "nons" who are drawing that increase, I am sure they will come if only urged a little. You all know where they are; if not, ask your Secretary, who will gladly furnish the

information. It will be to our interest to keep ourselves in good shape and thoroughly posted, as we do not know at present "what a day may bring forth."

I would kindly ask each member to single out some "non" and go after him, and see how many applications we can have for the March meeting, and don't be afraid to bother the Secretary, for that is what he is paid(?) for.

I started to give you an account of the meeting, but got switched to a lecture, and hope it will be taken in the same spirit as it was written.

Chief Costello appointed Bros. Wilson and M. McGraw a committee to examine the books and papers of the Secretary and Treasurer, and after a thorough examination they rendered the following report:

To the Members of Division No. 12:—

We, as a committee appointed this date, have thoroughly examined all books and papers of the Secretary and Treasurer, Bro. G. J. Steurer, and beg leave to report all in good shape and correct in all particulars. Signed,

H. W. WILSON,
M. MCGRAW,
Committee.

In this connection I would like to state, that while Division No. 12 is not in the top row, we have done great work in the past six months, and of course our expenses have been rather heavy, but all were met and it was not necessary to issue an assessment, but all was paid from local funds.

Schedules cost money as well as time in securing them, and I will venture the opinion that no committee ever secured more than ours did, considering all things, and you would all say so, too, if you knew as much as the writer. So brothers, all get to work and you will be surprised at the results.

We will elect our officers and delegates at our February meeting, and want every brother present who can possibly arrange it. See if you can't surprise the old regulars for once.

I wish you would all note the good work that is being done on the M. K. & T., C. & O., and numerous other lines. This work is mostly done by individual effort, and I only mention this to show what can be done. We did very well last year, but we must do better this year.

With best wishes for our success, I am

Yours in S. O. and D.,

CERT. 2.

We regret very much to announce the death of Bro. W. R. Steurer, of Division 12, which occurred at Powhattan Point, O., February 24th. Bro. Steurer was born at California, O., July 10, 1875, received a common school education and learned telegraphy in 1891, since which time he has been employed in the capacity of telegrapher and agent for the C. H. & D. and the O. R. R., except for the past year, during which time he had been with the B. & O. R. R. on the fourth and fifth divisions. He was married May 23, 1898 to Miss Erma Trigg, of Powhattan Point, O. Bro. Steurer leaves his wife, father, mother, four brothers and two sisters to mourn his early demise. Bro. Steurer was a charter

member of Division No. 12 and had always been a faithful and earnest worker, and in his death our division has lost a worthy member and his friends a true and kind companion. The interment took place at Powhattan, Sunday, February 26th, and was attended by several members of Division No. 12, O. R. T., by W. R. Price Division No. 170, B. of L. E.; J. F. Weigal Division No. 96, B. of L. F., H. B. Eberlein, Division No. 289, O. R. C.; F. E. Meredith, Division No. 13, B. of R. T., and a large concourse of sympathizing friends.

Bro. Steurer was a brother to our esteemed Secretary and Treasurer, G. J. Steurer. By his death the division loses an active member who was known only to be liked. His young widow is left in comfortable circumstances.

At a special meeting February 28th the following resolutions were adopted:

IN MEMORIAM.

WHEREAS, It has pleased our Divine Father to call from our midst our beloved brother, W. R. Steurer; be it

Resolved, That, while we sincerely regret the death of our late brother, we bow before the will of God and hope it is for the best.

Resolved, That to the bereaved widow and family we tender our heartfelt sympathies and condolence in the loss of a loving husband and son.

Resolved, That we thank the Ohio River Railroad Company for their kindness in furnishing transportation and for other favors.

Resolved, That a vote of thanks be tendered the citizens of Powhattan for their kindly reception of the attending members of the fraternity, and for their devotion to our deceased brother and his family.

Resolved, That a copy of these resolutions be forwarded to the family of Bro. Steurer, and a copy be furnished for publication in THE TELEGRAPHER.

J. F. FLAHERTY,
M. M. MCGRAW,
T. P. COSTELLO,
Committee.

Belpre, Ohio, February 28, 1899.

Very truly,

P. COSTELLO.

Knoxville, Tenn., Div. No. 10.

Having seen nothing in our Journal for some time from our regular correspondent of this division, will endeavor to let the boys know that we are still alive. We have made great progress on this division the past year. There is nothing that shows this more than looking over the division for student "dens." Two years ago there were two and three students at a great many stations, where now you scarcely ever hear of one. With another two years of success, they will be clear out of existence. Some members seem to think we are doing nothing, unless we are getting the wages raised. Well, that is a good thing to do, but to accomplish that, we must work on every "non" on the division, and make him an Order man, whereby we will put down the student business, and become well organized. How many members on this division make organizers of themselves? Very few I am afraid.

Now, boys, go to work, ask every "non" on your wire to join, I asked a night man on a through wire a few nights ago to join, he says I will, would have joined before now, but did not know whom to ask about it; on each side of him there was one of our members, both within twenty miles of him.

Boys, don't forget our meetings and lose interest in them. While we generally have very good attendance, there could be more. Meetings are held on the first Saturday night of each month, in the K. P. Hall, French and Roberts building, Knoxville.

After working at several places in Texas the past six months, we are glad to see our old friend and Bro. O. H. Haws at home again.

A telegraph office and freight station has been opened at Carnige, Tenn., with Bro. C. L. Harmon as agent and operator.

At Morristown we find Bros. Kirby and Carson days, and Opr. Richardson nights.

Midway now has a telegraph office, with Mr. Solomon as agent and operator.

I am just in receipt of a letter from a night man on this division (who is a "non"), saying there must be something done to put down the students, or we would go down. I wrote him to join the Order, and get the day man to join, then get rid of the students, and we would do all we could for him after that. Yours in S. O. and D..

CERT. 12. DIV. 10.

Pittsfield Div. No. 33.

The regular meeting January 15th was favored with a very slim attendance on account of the ravages of the "grip," and no regular session was held.

Bro. William Brown is working extra on the N. Y., O. & W. R. R. in the vicinity of his home.

Bro. J. F. Frawley, who left here in December to take a position as assistant agent at Roslindale, Boston, is in charge of the station during the month of February, Agent E. A. Fisher being on a vacation.

Several of our members do not seem to understand the schedule of meetings for 1899, and we give the following as a help and reminder not to miss any of them.

February 15th.....	at 8 p. m.
March 19th.....	" 3 "
April 19th.....	" 8 "
May 21st.....	" 3 "
June 21st.....	" 8 "
July 16th.....	" 3 "
August 16th.....	" 8 "
September 17th.....	" 3 "
October 18th.....	" 8 "
November 19th.....	" 3 "
December 20th.....	" 8 "

Those members of this Division who are afflicted with loss of memory are requested to copy this list and put it where it can be seen readily, and don't forget to come to the meetings.

Bro. William La Fleur and Bro. Doyle have both had attacks of the grip since our last meeting.

Bro. M. M. Shields, formerly agent at Glendale, Berk Division, now running as head brakeman on the Wilson Point express freight, met with a painful accident at Van Deusenville on the south-bound trip Monday night, January 30th. He was shoveling coal from back of tank of engine and lost his

footing, falling to the ground and striking on his head.

Dr. Beebe, of Gt. Barrington, dressed his wounds and he was sent to his home at Lenoxdale on train 1423. At last accounts "Mickey" was improving, being able to sit up in bed and smoke his pipe, and we are hoping for his speedy return to duty.

DIV. COR.

From Charlottetown, P. E. I.

Charlottetown Division No. 47, elected the following staff officers at its regular meeting in B. I. S. hall, Kent street:

Chief Telegrapher — J. A. Kelly.

First Assistant Chief — Horace McEwen.

Second Assistant Chief — Neil Campbell.

Past Chief — P. W. Clarke.

Secretary and Treasurer — L. F. Muncey.

Marshal — Ed. E. Crosby.

Inside Sentinel — J. M. Nicholson.

Outside Sentinel — J. J. Trainor.

Board of Adjustment — J. A. Kelly, H. McEwen, N. Campbell.

Auditors — W. M. Flynn and D. A. Lawson.

During the meeting the members were treated to orations from Bros. Campbell, McEwen and others, and a song by Bro. Trainor.

Great interest was taken in the proceedings, and the Secretary cheered us up by showing that the dues for the period ending June 30, 1899, were nearly all in.

Bro. C. McKinnon rode our festive "William Goat" at our last night of meeting, and the way Charley held on while rounding the corners was the subject of much favorable comment.

Bros. Hogan and Clarkin are assisting Bro. Byrne, at Georgetown, during the continuance of the winter route.

Bro. Seaman is receiving the congratulations of his many friends on the event of his joining the benedicts. It appears that Bro. Driscoll has an application in for membership in the same society.

Bro. Hogan, who has been relieving in the South Side, has returned to Georgetown.

Bro. Hogan holds the Island championship for hop, step and jump, his record being thirty-nine feet three inches.

Who missed the "twenty-three" the morning of the storm?

Bro. Crosby, of Cape Traverse, was in town last Wednesday looking as fat as ever. The boys say he is trying to reduce his weight by skating.

Bro. Campbell is teaching singing this winter.

Members not receiving THE TELEGRAPHER should write to the Secretary.

DIV. COR.

Bluenose Div. No. 237.

The annual meeting of Bluenose Division No. 237 was held at Truro, January 31st. The report of the Secretary and Treasurer, Bro. G. O. Forbes shows a balance on hand of \$157.91. Forty-one new members were added to the roll during the past year; we have now a membership of seventy-seven in good standing.

Officers for the ensuing year were elected as follows:

Chief Telegrapher—J. W. Gunn.

First Assistant Chief Telegrapher—L. C. Lynds.

Second Assistant Chief Telegrapher—D. Bain.

Secretary and Treasurer—G. O. Forbes.

Marshal—W. A. King.

Inside Sentinel—H. C. Patton.

Outside Sentinel—A. F. Schurman.

Delegates to Grand Division—J. J. Hamilton and T. B. Spencer.

Alternates—G. O. Forbes and N. G. Munro.

Auditors—W. A. Harris and J. J. Hamilton.

The boys are cheerful as there are bright prospects in the near future.

Bro. V. J. Coleman is still on the day trick at "RC," and Bro. J. J. Ryan as "owl." "R" has his work cut out keeping the Sargent awake.

Things are booming at "WI," Bro. W. E. Simmons is day operator and Bro. E. J. McGrath pounds brass at night.

We hear Bro. W. A. Harris and Bro. Kehoe have struck a Klondike at Waverley.

Bro. C. Urquhart at "EM" has his work cut out keeping the ham off the wire.

Bro. Dispatchers Fitch and McLearn at "GO" are jolly good fellows, although they have to do a lot of calling at night to raise some of the boys.

Bro. Douglas is relieving in the dispatching office at present.

Bro. Patton still hustles freight at "WC." The girls say it is a sin for him to work so hard.

Bro. "AR" at "SN" reports business good at the hotel.

Bro. Pierce at "OD" is doing a rushing business nights, with Bro. Nowlan as station master for the winter.

We are pleased to say that our ham factories are on the decrease, as there are only two on our Division, Eimsdale and Bedford.

You will hear from us again.

Yours in S. O. and D.,
GROUND WIRE.

Erie System, Div. No. 42.

Delaware Division:—

With the exception of Buffalo and Delaware Divisions, the divisions of the Erie proper appear to be rather slow in getting into line, at least they are never heard from. It is hoped that something will be done soon to induce the operators of these divisions to fall in line. With every division of the Erie organized, System Division No. 42 would be the largest and most powerful division, but much hard work is still ahead before we can attain this end. It is true, we are making good progress at present, organizing, but much more could be accomplished if every brother would only utilize his valuable time which he spends waiting for some one else to do something.

The success of our Order depends entirely upon the faithful and untiring effort of every member. The work should not be left to a few, but every brother should lend a helping hand in converting non-members.

Perhaps the most contemptible and despicable being of today is the student teacher, and I am sorry I am compelled to say that our division is infested with this pest. They meet you with a smile

on their face from ear to ear, express their sympathy for our Order, promise to join and run down the scrubs or students some one else is teaching, but should you at an unguarded moment enter the sanctum of this very sympathetic friend of a day or two ago, you will find him assisted by a student or two, but this is not the worst of it. These students hold mighty larks, smoke and play cards, and are frequently left in charge of the tower (for that appears to be their favorite haunts), while the "professor" is absent on a little private mission, and all kinds of mistakes and trouble on wire is the result, and the blame is generally thrown on the shoulders of the operator nearest to them. Our officials, of course, do not know this state of affairs exists or I should venture to predict a general house-cleaning.

Bro. Calkin, our genial chairman of the L. B. A., attended the meeting of our general committee at Marion, Ohio, February 9th, 10th and 11th. "TN" reports having a fine trip.

Bro. Stratton, our hustler, is on the war path, and meets the old time-worn excuse of the "nons," viz: if so-and-so joins I will join, in an able manner. He deals this pet excuse the death blow by making each prospective member sign an agreement by which the signer agrees to join the O. R. T. at a specified date. This extraordinary document at this writing contains thirty-five signatures, and these were all obtained in a remarkably short time.

CERT. 64.

Meadville Division, East:—

It is easy to smile and begay,
When everything good comes our way,
When we've no care or pain,
When all of our wishes we gain,
When happiness crowns each bright day.
When anxiety weighs on the mind,
When some trusted friend proves unkind;
To reveal not our fears,
To keep smiles above tears
Takes strength which not every one finds
Unless accompanied by some good order you will find,
So come on boys and join the order of your kind,
And let us leave the ham shops behind,
Which can be done by joining the O. R. T.

Quite a change has taken place since our last Journal went to press. G. W. White, night operator at "JN" (Jamestown) we understand got it into his head he wanted to go back to his old trade making cheese, so he went to "HF" (Meadville) and drew his pay in full and quit the pike. Extra Operator Heier from Steamburg taking the owl trick at "JN." We understand it is a steady job for Mr. Heier.

Operator Browderick has been working at "XB" (Bucktooth) for the past month or so.

We understand the next man that stops train "5" gets his bumps proper, so try and keep awake boys, we'll have things coming our way after awhile, if you stand up for your rights. So let us keep the cricket on the chirp, for the warmer it gets the more it chirps.

Some of us ought to speak a good word for those B. & S. W. boys. I hear they are anxious to get in line with the rest of us.

The boys have all got their mouths puckered up for that good smoke they expect soon from you J., give me a little snuff for mine.

DIED.—At Millers, Eva Petit, daughter of Operator J. M. and Mrs. M. Petit, breathed her last on this earth at the home of her parents. She was a victim of spinal meningitis, aged two years and eight months. The parents have the sympathy of the Meadville Division, east.

Last month we had but a few personals; on account of the shortness of the month the operators were pretty steady.

Bro. S. W. Jobs worked a few nights at Lakewood and Bear Lake.

Bro. W. L. Jobs worked one night at Lakewood and one night at Jamestown.

Here is to the brother holding Certificate No. 20—I see you find the same thing west of Meadville that we have to contend with out on this end. There are a few operators who, when the old Pearl City Division was booming out here, were all in good standing as you say. Well, when that went up they went up with it, just because they had a few cents invested in it when it went to pieces on this Division. Well, you say anything to them now about going in again, they always repeat that stale old argument "well, I used to belong when we had it before, but they beat me out of twenty-five or thirty cents so I guess I will wait until I am sure that it is an organized thing." That is all you get out of them, they are so dumb they do not know what they are talking about, and that is all they can say when approached on the subject. They are the kind of men that I would like to see work for about twenty or twenty-five dollars per month. But no, I will never see that as long as they are mixed in with the good O. R. T. men, for they know they are in good company as long as they can mingle with a class of men that holds their standard minimum for them, and each time when asked to help us get a little stronger, say "well, I don't see what good the Order does, I get my pay each month." The next time you think of that, ask yourself the question (if you dare) what and who gave you this raise from thirty-eight to forty-five and fifty-five and sixty dollars, answer that, then ask yourself this, if it had not been for the Order would I have had this raise? You surely cannot deny that the Order gave you that little raise, can you? Of course we have a few who are so dead to the good of their cause that they would not know what was going on over the wire if they did not call up some other office and ask for trains. That kind of people even let two passenger trains go on the same block. That kind of operators ought to be made to live on their pensions.

Well, I will close, hoping to hear from some one else next month. Try to write something anyway.

Yours in S. O. and D.,

CERT. 172.

Mahoning Division Notes:—

The Chairman of L. B. of A. is frequently called upon by the members for information in regard to desirable vacancies, etc., and in order to be able to give the information asked for it is necessary and important that all members promptly inform their Local Chairman of all changes, vacancies, etc.,

that they may know of. If each member will give this matter his personal attention in the future we shall obtain better results.

I am informed by our general correspondent that Bro. Perham writes him that owing to lack of space, etc., to "boil down" all news.

The following changes have taken place since last month: Mr. J. A. Kelly, "AV" tower, off sick last week in January, relieved by Bro. F. H. Robinson.

Girard, nights, closed February 1st on account of not running night trains on Canal Branch. Bro. W. M. Jones goes to Niles, nights, knocking out Bro. T. A. Crumm, who is now back in Youngstown freight office, as clerk.

Bro. A. L. Taylor, days, Leavittsburg, changed off a few days with his night man, Mr. W. S. Lowrie.

Bro. Alvi L. Taylor, Washingtonville, is relieved at "WV" by Extra Operator O'Rourke, while he is trying a new position with the Cherry Valley Iron Company at Leetonia, O. Think he will come back to "WV" again as I "13" he does not like private life.

Bro. V. J. Beaumont laid off February 9th, 10th and 11th to attend a meeting of the general committee of Erie Railway System No. 42, at Marion, O. He was relieved by Mr. H. C. Morgan.

Bro. J. C. King relieved Mr. H. C. Morgan, nights, Literary street yard office for a week, while Mr. Morgan worked as clerk in yard office.

Trainmaster's office, "ND" Cleveland, O., which was closed December 15, 1898 on account of reduction of force, was reopened February 1st with a stranger by the name of Duer, installed therein as operator and clerk, notwithstanding our schedule rights to this office.

In S. O. and D.,

V. J. BEAUMONT.

Cincinnati Division, East:—

Brothers, there is an enemy among us—great, powerful and seductive, who will bring destruction to our ranks unless he is checked. It is the spirit of indifference. I saw it the other day when I heard an old brother say, "Well, what's the use of belonging to the O. R. T.; it ain't doing any good?" The same brother had to acknowledge that since 1892 he has drawn something like \$400 increase in salary for an outlay of something like fifty dollars.

It looks like this brother has been feasting on cock fight, prize fight and base ball literature altogether, while the nutriment of O. R. T.-ism has been gathering dust on the shelf. You find me an operator who does not read THE TELEGRAPHER or other labor union news carefully, and I'll find you an "it's-all-right-but-it-aint-doing-nothing" operator every time. It is amazing to me how they make this statement in the face of such overwhelming facts, and the only possible reason for doing so is that they don't care enough for the facts to take time to look after them.

They set up a little independent kingdom of their own, and there they stay musing to themselves how much I know and how little others know. If they would only stay forever in their little kingdom, we would be glad of it, but they have to use their influ-

ence on others. I know some brothers who know scarcely anything about the System Division they belong to. They have confessed that they threw their Constitution and By-Laws into some corner, and there it lies. They can tell you the make-up of Tom Sharkey, even to the color of his toe nails, though.

The fact is, brothers, the O. R. T. is all right, and you are all wrong. The O. R. T. is doing immense good, and it is you who are "doing nothing good." If the shoe fits, put it on. Indifference, thou art the traitor among us, and thou shalt go.

J. M. Wells has Hills regular, nights.

Tallmadge, nights; South Akron, nights; Pavonia, nights; Rittman, nights; Sterling, nights, and Mansfield (Md.), nights, are advertised.

Bro. "IK" Geisinger, Sherman, was laid up with grip. Bro. Bivin worked nights for him.

Extra Operator Gutton is filling Rittman, nights, temporarily.

We are glad to read a circular issued by our Sister Lodge, Buckeye No. 35, B. of R. T., of Galion, setting forth the prosperous year just passed by the B. of R. T., and especially of the Galion Lodge. Success to you, brothers. We are coming right after you. We may get "your jack." We got a "connecksahun."

W. E. Miller, agent at Barborton, ought to get a rapid firing gun. Burglars relieved his pants of \$125 the other night, while he snoozed in bed. This is the second time in the past four months that he has been visited thus.

Some operators (whether brothers or not we do not know), by bulldozing an operator on this Division in their attempt to get him into the Order, have driven him away. Because an operator don't break his neck to join just because you say so, don't take it for granted that he is one of the "hogs" who appeared some time since in a cartoon in THE TELEGRAPHER. He may be considering the matter, as the above operator was. That is what we want. Operators should thoroughly understand what they are joining, and what their obligations are, before they pitch head-long into our Order, and then not drop out because they can't teach all their relations how to "telegraft."

We trust if the operator referred to sees this, that he will pay no attention to the trouble he has experienced on the wire, but come straight in. "There are some black sheep in every flock."

CERT. 71.

Lima Division:—

Operator Smith, at Spencerville, was off for a few nights on account of sickness, being relieved by Mr. Gushwa.

Bro. F. H. Clements has been appointed agent at Elgin, having as night operator Mr. I. J. Gushwa.

Bro. C. D. Tuple has the day trick at Ohio City. We are glad to see Bro. Tuple working days, as he has been working nights for a long time. Bro. Tuple's place at Decatur is being filled by Operator Strode.

This being my second attempt, the first failing to materialize, and predicting that this, too, will meet the same fate, I will not write more at present, but should this happen to reach port safely, you will probably hear from this Division again.

CERT. 87.

Chicago Division:—

We understand that there is a vacancy at Fourteenth street, Chicago, and expect it will be advertised.

The Fifty-first street case is in "litigation," and will not be settled until "next term of court."

Bro. F. W. Newell has been appointed member of the Local Board to fill the vacancy caused by Bro. R. S. Berlin's resignation, on account of leave of absence. We suggest that Bro. Newell use his block and tackle on some of the most stubborn, in order to "line them up," and complete the circuit on this Division.

Bro. Dunseth works days at Midway, Bro. C. A. Pontious holding night trick at the same town for the present.

Bro. C. H. Emory acted as agent at Highlands during the absence of Bro. Lynch on General Committee work. A "thirty dollar a week" man, from Boston, managed to hold down "HI" night trick meanwhile.

Bro. L. R. Nye takes leave of absence for a few days from March 1st.

Bro. H. D. Fuller and his brother Fred are holding "FH" tower, at Griffith. H. D. has been doing some good work for the Order lately. That's right, brothers, don't leave all the work for the Local Board. You get the same pay for your work that they do.

There are several new men on the Division. Some of them are "coming in out of the wet." There will be very few names for the vest pocket "walking card" if this gait is kept up. There are a few who have only been on the road ten or fifteen years who complain that they cannot afford it yet. We must give them a little time.

CERT. 17.

Allegheny Valley Ry.

Low Grade Division:—

I have scanned the pages of the Journal for months for something from the A. V. What seems to be the trouble? Is there no news, or are the boys all like myself? If this escapes the waste basket, I hope some one else will try a hand next month.

There is very little improvement on the Division. Bro. Campbell, at Lansonham, is again at work, after a severe attack of the measles.

Mr. J. C. Guthrie, agent at Fuller, has been off on a vacation to Buffalo and other points, during last month.

Mr. R. O. Shingledecker, extra operator, has resigned and accepted a position on the Erie Railroad.

Bro. J. F. Dempsey, of Oak Ridge, made a flying trip to Pittsburg during the first part of January, being relieved by August Benson, "SP."

Bro. C. P. Lerch, night operator at New Bethlehem, Pa., for the past three years, was removed to Rock Run, days, and, after spending two months in the wilderness, went to Fuller to relieve the agent at that place, and while there resigned his position to accept a position on the B. R. & P. Ry., at Lane's Mills, with a raise of fifteen dollars per month in salary.

Mr. Harry A. Corbett, "J," is steady operator at Rock Run, since the resignation of Bro. Lerch.

We understand there is to be a change the first of February, which will take Bro. J. F. Dempsey,

"DM," agent at Oak Ridge, to Brookville, and Aug. Benson, as "NE" "13," is to take charge of the Oak Ridge agency. Other changes may be made.

Elton Shingledecker is at present first extra operator, and Mr. A. M. Boyle second.

The Allegheny Valley has been doing a heavy coal business for the last four or five months. The Allegheny Valley boys seem to have an aim for the Buffalo, Rochester and Pittsburg Road, as we can count five or six who have left this line and are working on the B. R. & P.

There are still one or two "ham factories" on this Division, and I think they will continue while some old agents are on the road.

Organization seems to have very little effect here with the operators. The rest of the boys are all solid, and are drawing good salaries. Why cannot we do the same thing?

Since "CN" (Bro. Lerch), has left us we have now only two O. R. T. men on the line, but we will still hold on, and hope the boys may come in and stand with us—"CA," "J," "RM," "MA," and all you who have been talking O. R. T.

Quite a number of our trainmen have been compelled to be off duty on account of "grip."

I hope that this will interest some of the boys, and induce them to indite a line next month.

I will now cut out and get to work. Wishing you all success, and my "73" to the boys of the other Divisions, I remain,

Yours in S. O. and D.,
A BROTHER OF DIV. 52.

Canadian Pacific Railway.

M. & O. Section:—

Central Depot, Ottawa, is held down by the lighting ticket seller, J. W. Swan, who most gracefully dispenses the pasteboards and juggles the lightning.

At N. Y. & O. Junction Operator Robertson controls the destinies of the C. P. Ry. and the New York and Ottawa Railway trains. We expect to call him brother in our next epistle.

Bro. George, the philosopher of Navan, was heard to remark recently, "There are so many perils between the cradle and the grave, that it is a wonder a man ever gets from one to the other." Moral: Insure in the M. B. Department.

Bro. O'Leary, at Leonard, in addition to his many other accomplishments, is an excellent nurse.

At twelve he gave it catnip tea,
At one he gave it pap,
At two he laid it on his knee
And used his razor strap.

Hammond, a level crossing with the C. A. Railway, is in charge of two C. A. Railway appointees, Bros. Cowan and Ward. They and the two signal men have been taking singing lessons all winter, and announce that the "Hammond-Egg" quartette are open for engagements.

They sing old tunes, new tunes and spittoons,
And chant in ghoulish glee;
Their voices split the shingles off the roof,
And frighten T-cats up each sheltering tree.

Bro. McAmmond, at The Brook, is becoming prematurely aged endeavoring to master the French language, and at the same time to keep bachelor's hall.

He shrinks not at tearing the eyes out of potatoes,
Nor fears to beard the gory beef steak in its lair;
But his soul quakes and his courage forsakes him,
When he finds the butter is wearing red hair.

Mr. Bell, the genial agent at Pendleton, has not yet hearkened to our entreaties, but we are convinced that ere long he will be with us.

Dear Mr. Bell, we love you well,
And soon we hope to see
A golden pin upon your vest,
Inscribed, O. R. T.

Agent and Operator Dean, at Plantaganet, says the mineral water does not agree with the pumping machinery. The steam pump, likewise the windmill, frequently become "physically" incapacitated. None of the popular remedies having proven efficacious, the dean, our rural dean, will have recourse to the Christian Science treatment. Why not capture a politician and install him as windmill?

Agent Bell, who was called to Central Ontario Junction on account of the illness of his parents, was relieved by relieving agent Bro. Burton.

Bro. O'Leary was also relieved by Bro. Burton, allowing him to see the sights of the capital for one day.

Agent Dean, who is laid up with pleurisy, is being relieved by Bro. Burton.

The boys have been kicking because of no items from "this deestricit," so if this screed escapes the goat, blue pencil and printer's devil I will endeavor to write up the remainder of this line next month.

There are a few nons, all of whose cases we have well in hand, and whose number will soon be beautifully less if the boys will only keep at them.

I hero indite a horrible warning, which I hope will be heeded by the one deluded mortal (I know of but one on the line) who is guilty:

A baptism in Hades' deepest depths,
As hot as boiling tar,
Awaits the man who teaches the ham,
Who on our nerves doth jar.

But he who does not teach the ham,
Shall be forever blest,
And dwell where the wicked cease from troubling,
And the weary are at rest.

Yours in S. O. and D.,
X. AUSTIN,
"The Poet Laura-ate."

O. and Q. Division, Smiths Falls Section:—

R. E. Duke, of Avonmore, recently hurried west to attend his father's funeral. He has our sympathy.

Mr. Hadden, of Kemptville Junction, has been away a few days, with Mr. Ritchie relieving him.

Mr. Robinson has returned to duty at Beaconsfield.

We hear there are no operators among the 4,000 Deukhobors who arrived at St. Johns the other day for Manitoba free farms.

The grip has become epidemic throughout Ontario, but the operators seem to have escaped fairly well. They are proof against most anything. The bachelors holding stations should be informed on to some of the fair sex.

So far as ascertained at this writing every "regular" man is at his post on this section.

We notice by the Montreal *Star* that Messrs. Sellers have discovered Mr. Keeley's (deceased) secret. It turns out to be compressed air!

We are pleased to note the editor's references to the new feeling between the United States and our empire. In Canada, Americans have never been very harshly spoken of. In the United States our sovereign has suffered some from this cause, and we are glad to see the beginning of the end of this.

We note that the G. T. Ry. men are making comparisons with the C. P. Ry. regarding wages by way of strengthening their case. We think it is time to compare our position with other branches of the service. We handle the vitals of the company, and it keeps our department hustling to find revenue for the treasurer, which he pays to other branches in much higher wages than we get. Yea, three times as much in cases.

Speaking strictly for myself, I would like to see a sick benefit department in connection with the Mutual Benefit Department. While we do not suffer from lost limbs, etc., we suffer from sickness caused by close confinement. It appears that fraternal societies having the sick benefit attached get the most members. The same might apply to operators.

One of our nons is credited with stating as his reason for not coming in, that "he would not risk his sixty-five dollar situation for a forty dollar one. The station in point pays forty-five dollars, the balance is made up from commissions. Isn't that capital logic? Five dollars of the forty-five dollars were secured by the O. R. T.

We are pleased to note the editor's reference to the Toronto *Globe*. This paper is O. K., and was during the C. P. Ry. trouble. The editorial page of this sheet is headed with, "The subject who is truly loyal to the chief magistrate will neither advise nor submit to arbitrary measures."—*Junius*.

Mr. McCalpin, of Green Valley, is taking leave.

Div. Cor.

Toronto, Grey and Bruce Division:—

News on our section is somewhat scarce this month, but the following may be of some interest.

Bro. Geo. Crisp has returned to Wingham as day operator.

Relief Dispatcher Jelly is at Toronto Junction, nights.

Bro. "Santiago" Smith is laid off duty on account of reduction in staff. We understand there are some others also on the spare list.

Wingham station is equipped with the most up-to-date coach step which modern railroad history and skill can produce; in fact, it's a peach. Bro. Geo. Crisp is the inventor, and the fact that only he and Brakeman Bro. Campbell are in possession of the workings of the same is proof enough that it's a good thing.

Bro. Brawley, of Orangeville Junction, has our sincere sympathy over the loss of his youngest child.

Your humble servant has been advised that "The Rag Time Opera Company" was organized in Teeswater some time ago. As far as I can learn the following is the cast of characters, but if there is any mistake I hope those interested will pardon me:

Agent Moore — Managing Director.

Bro. McFarlane — Director of Orchestra.

Engineer Baldy Stewart — The Villain.

Bro. Bob Campbell — Charles II.

Brakeman McCraw — The Funny Irishman.

Conductor Joe Walker — The Fat Dutchman.

Baggageman Richardson — Svengalie.

Baggageman Bradley — A Hot Sport.

Baggageman Perfect — The Yellow Kid.

Conductor Vic Harshaw — Trilby.

Conductor Bob Osborn — Faust.

Baggageman Edgar — The Coontown Swell.

A glance at the above will convince the most skeptical that the company is a strong one.

La grippe claimed Bro. Tansley's attention at Kleinburg for a few days. Bro. W. Caesar relieved him.

The most familiar question these days is, "Have you had the grip yet?" Some say, "Nit!" But some say, "Well! I guess I have!" We would like to introduce the O. R. T. grip to those who have not had the pleasure of experiencing it. Try it, and you'll find it is O. K.

Bro. W. H. Sanderson worked for a short time at Wingham, and is at present at Harriston, in Bro. W. Caesar's place.

Bro. H. Jelly has handed in his resignation as agent at Alton. Bro. Jelly has been troubled for some time with his eyes, and we understand that unless he quits his eyesight would leave him altogether. Bro. Henry will be missed very much on the line. He was always obliging and had a good word for everyone, and established for himself a name not to be forgotten. We all sympathize with Bro. Jelly and hope that he may improve as time rolls on.

Bro. Bob Campbell, brakeman on the "Limited," recently "done" ten days as the result of a collision with an agent on the Teeswater Branch. The outcome of this was that the agent got supposed satisfaction, while Bob had the sympathy of the boys all along the line.

A seniority list of the telegraphers on this division has just come to hand. We find that Bro. M. T. Crooker, of Chatsworth, heads the list, he having entered the service in 1871.

Bro. McClement, of Harriston, is at present holding Orangeville down, nights.

We understand that as soon as Bro. Tansley is able to resume duty he will be installed as agent at Alton, also that Bro. Stockdale will be elevated to the agent's chair at Kleinburg. We think "Jack" has his eye on one of Orangeville's fair maids.

Bro. Smith relieved Bro. Brawley, at Orangeville Junction, a couple of days while he was burying his child.

We wonder what keeps "W. S." around "H. O." so much.

Bro. Thompson came out best in his suit — Thompson vs. La Grippe. He has resumed duty, we are pleased to say, after two weeks' absence. Operator Badlam returning to Parkdale, nights.

Your scribe, as well as others, heartily approve of the seniority list lately sent out by our Assistant General Chairman, but is of opinion that a list compiled and sent out by the company would be more satisfactory. It is quite true that the list in the head office is open to inspection, but it is also a well known fact that the most of us cannot be there

to inspect same. Should the company get out a list we would be in a better position to claim our rights to promotion, and it would be a source of general satisfaction to all concerned. The present list, just received, will stand considerable correcting, and if Mr. Leonard's decision regarding the time an operator's record begins is to be applied in one case, we think it should apply in all; but apparently it has not been done so according to the list gotten up. We do not see why it should not apply in one case as well as another. This matter is worthy of debate, and we hope the outcome of it will result in the boys who have been fighting for their just rights and promotion will receive their reward. Let us hear from you.

73's to all.

GEO. CRISP.

Vancouver to Kamloops:—

This position has lately been extended to Laggan. The position of freight agent at Vancouver, lately vacated by Mr. W. H. Forrest, has been filled for the present by Bro. Phelan, late agent at Manitou, Man.

The dispatching office located in Vancouver is manned in part by Bro. A. E. Stevens, our worthy local chairman, as second trick, and Bro. R. C. Barker as third man. In the car accountant's office, as operator we find Bro. Ed. Bray. This position has lately been adjusted in accordance with our late schedule, at the hands of our untiring brothers, W. O. Miller and A. E. Stevens.

Bro. Allan Purvis, late chief clerk in car accountant's office, we are pleased to note has been appointed general superintendent's private secretary.

Leaving the coast, we next find Bro. S. Rowland holding the position as agent and operator at Westminster Junction.

At New Westminster Bro. N. S. Fraser has been appointed operator.

Bro. A. H. Lewis, dispatcher and relief agent is now engaged in assisting with the work at New Westminster until things are on a proper footing again.

Bro. T. A. Oliver still holds forth at Hammond as agent and operator.

J. C. Cruise, who resigned the agency at Savona some time ago to try his luck in the Klondike, has returned and is at present engaged as operator at Huntingdon Junction.

At Mission Junction, we find E. B. Denechaud as agent, with R. W. Hunt and C. Armstrong doing the telegraphing. Bro. Denechaud is our third member.

W. F. Hayden is agent at Agassiz.

Stuart Hannah has been promoted from operator at Kamloops to the position of agent at Yale.

W. Potter is living a quiet married life, working as operator at Spuzzum.

H. E. Leslie as agent, with H. Boulter and J. Cottrill operators, figure tonnage at North Bend.

Thos. Clarke is agent and operator at Lytton.

W. Maxwell, agent, and R. D. Clarke, operator, run the show at Spences Bridge.

At Ashcroft Station our local Secretary, A. L. Clements, holds the position as agent, assisted by H. J. McHaffie as operator and clerk.

C. A. Sherr is manager for the Canadian Government and the Canadian Pacific Telegraph Companies here, though in the commercial department he still holds an up-to-date card.

R. M. Cornell, an old agent on this road, has been appointed manager for the Government at III Mile House. He still continues to work for the good of the Order.

We have received two applications for membership from operators on this line. They having passed the proper examination will be mustered in as soon as possible.

G. Ogle is back again as agent at Savona, after taking advantage of the two weeks holiday in accordance with our schedule, which provides free transportation and full pay to members of the Order. With such privileges as these, an operator might find an excuse for staying out in the rain, but when he insists on staying out of the Order he is to be pitied. He may have been born that way.

Last, but by no means least, at Kamloops, our wide-awake and worthy Assistant General Chairman, W. O. Miller, is agent, ably assisted by Operators D. McManus and J. McGregor.

Bro. W. T. Slaviv, who for a long time has filled the position of telegraph agent at Kamloops, has recently resigned to accept the position of postmaster. We wish you success in your new departure, and are sorry to lose you from off the wire.

A. J. Purchase has severed his connection with this road for the present.

Bro. W. B. Young, an old-timer on this division, we 13, is now employed at Bossburg, Wash., by the Spokane and Northern.

In the next issue of THE TELEGRAPHER the part of the Pacific Division from Kamloops to Laggan, including the Kootenay district, will be represented by another member, who was prevented from doing so in this issue on account of not being in possession of late changes and happenings.

Div. Cor.

North Bay Section:—

A meeting of the Telegraphers, or as many as could be spared from their respective stations, was held in North Bay, Saturday evening, February 18th, and a very good time was spent together for a few hours. Bro. Marshall, chairman of our local board, was present, and the following members were allowed in: Bros. Clarke, Rutherglen, Cormack, Mattawa, Way, Chalk River; McAmmond, Sturgeon Falls; Jardine, Cache Bay; Hawkins, Verner; S. P. Way, Sudbury Junction; besides Dispatchers Way and McArthur, and Operators Vent and Moran from North Bay. A few matters of importance to the membership on this section were discussed, after which Bro. Way, dispatcher from North Bay, treated the boys to oranges and apples.

Some changes have taken place on this section during the last month. Bro. King has been replaced by Bro. W. Austin, from Bissetts. Rockliffe Station has been closed, and Bro. McIntyre, late agent there, has been transferred to Bissetts. Bro. Dickson, relief agent for the past year, is now at Chalk River, as operator, Bro. Cormack going to North Bay, as operator.

On the morning of January 31st Webbwood Station was burned. Mr. Angus managed to save the books, and what cash was on hand, also his wash dish.

By the way, Bro. Coleman has resumed duty, and has taken unto himself a life partner, in the person

of Miss Clarke, of Chalk River, Ont. Bro. Coleman was operator and afterward agent at Chalk River, until during the latter part of last fall, and could never be induced to take any other position on the division. The outcome, as mentioned above, must have been the reason. However, Bro. Coleman has the best wishes of the boys, who one and all join in wishing both Mrs. Coleman and himself, every happiness and prosperity.

The outcome of the Grand Trunk Telegraphers' efforts in securing a schedule, has been received with feelings of satisfaction, and will commence an era of better times for the fraternity on that road. Unity tells every time.

We still have some non-members on this Section, and as they have received the same benefits as the rest of the Section, they surely must have allowed the matter to pass their memory, and will, perhaps, soon remember their duty. We have a good schedule and a good set of rules, and with the support of all, these benefits can be safe-guarded and assured.

The grip has been along this Division, as in other places, but, except for the inconveniences caused by it, we are happy to say that no fatalities have resulted.

DIV. COB.

In reading my TELEGRAPHER for February, I look in vain for any news items from this branch of our system, and although we are not dormant by any means, yet this is not as it should be, for I believe that news from "home" has a tendency to keep up our interest in the work; and when one of the non-members (we have a few, I am sorry to say, who have taken the benefits and still belong to the class of men who will try to find the water if their wives will get the bread and firewood) read what is going on, it ought to stir up any manhood there is in them, and bring them out of their shell of selfishness and fear.

Your editorial on "General Committee Work" is well worth more than a passing thought, and the lessons to be learned from it, and from what is to follow, may be used to advantage. But it seems as if some of the brethren are destined never to have the pleasure of attending a meeting.

A general meeting was called for Saturday, the eighteenth inst., at North Bay, and to a request for relief and transportation, from a few of the brothers on the branch not even a reply was vouchsafed.

The rule regarding seniority has been ignored, and younger men of no more merit or ability placed above their seniors by some years, and protests were met with the reply that merit and ability were not equal, and it dropped at that.

A circular was issued last month that no lamps on semaphores, switches or main signals be lighted after January 31st on S. W. Branch, only when express trains were late and running after dark, but did not provide any remuneration for that part of it, and this order cuts off three dollars a month from our pay.

We all agree with some remarks in the Journal on Sunday work and a minimum of fifty dollars. The only way this can be done is by all joining in keeping up the agitation, and there will be a way found to override all objections to it.

It is gratifying to note the number of schedules increasing, and so many different roads, and it ought

to be an incentive to us to keep right on until the goal is reached.

Let some more able brother take a turn next trip, and let our distant brethren know that we exist.

BLUESTONE.

Pacific Division:—

As I never see any notes in THE TELEGRAPHER from the Kootenay Section, I will endeavor to let you know a little of what most of the boys are doing.

Bro. Harbour is holding down Three Forks.

Bros. Courtney and Armstrong are at Nakusp, the former doing the billing and the latter sees to the movements of trains.

Bro. Taylor does the heavy at Roseberry.

Bro. Allen does the cake walk between New Denver and Denver Canyon.

Bro. Henderson, at Slocon City, adjusts matters between trains and steamers.

Bro. Clark, at Slocon Junction, has his hands full watching trains pass.

Bro. McAully, our genial Secretary, at Nelson, keeps tab on the order book and acknowledges "13."

Bro. Day, at Robson, intends taking a trip to Frisco for the benefit of his health. We wish him bon voyage and a speedy recovery.

To my knowledge there are only a couple of "nons" in this district; one of whom was a member during the strike and since then has fallen behind, but intends to join before June. The other one, I guess, is beyond hope, but takes all the benefits without a murmur.

Hoping the editor's goat won't get hold of this until it is safely in the printer's hands.

CERT. 76.

The election of Delegates to the Second Biennial Convention, to be held in Peoria, in May resulted as follows:

1. W. H. Allison, General Chairman, Toronto, Ont.
2. W. O. Miller, Ass't General Chairman Pacific Division, Kamloops, B. C.
3. F. J. Reynolds, Ass't General Chairman Western Division, Medicine Hat, N. W. T.
4. J. J. Dunn, Ass't General Chairman Eastern Division, Montreal, Que.
5. F. G. Sinclair, Ass't General Chairman O. & Q. Division, Sutton Junction, Que.
6. E. Alexander, Ass't General Chairman Atlantic Division, Hartland, N. B.
7. P. D. Hamel, Ass't General Secretary, Blue Bonnets, Que.
8. P. A. Leitch, Nipigon, Ont.
9. A. S. McLellan, Peoria, Ill.

Yours in S. O. and D.

W. H. ALLISON.

Philadelphia, Pa., Div. No. 30.

The blizzard of 1899 will undoubtedly take its place in history as a record breaker in this modern age. In this section of the country the railroads ceased to operate for a period of about twenty-four hours, practically speaking, nature surrendering to the severity of the elements on the evening of February 13th. It is said the B. & O. and P. & R. suspended business early in the day. The Pennsyl-

vania did not give up till late in the evening, when notice was issued, suspending business on its various divisions to and from Broad Street Station. This order meant the discontinuance of nearly five hundred regular scheduled passenger trains to and from that point for one day at least, it, however, proved that on about the third day everything had resumed its normal state, and trains were running on schedule time. On that memorable Monday evening the Pennsylvania Railroad, which, up till that time did not spare expense, continued in its work with a force of several hundred men on the elevated in an endeavor to keep switches clear of snow. Although travel was suspended, an occasional draft of coaches, shifter or road engine would be found on the move; the latter trying to get to the "house" or a neighboring "plug." At times it seemed like an impossibility to get a "drink" just when needed, this latter necessitated the drawing of several fires.

The company called on all the men available in its various departments, the same being responded to with a will. The several hundred mechanics employed in its West Philadelphia shops turned out to a man, and contractors furnished men in large numbers. The company paid tempting wages, furnished abundance of hot coffee and sandwiches to everybody gratis, and during the last ten days of this unusual visitation "snow trains" were numerous. Pullman accommodations were furnished towermen, office force, and in fact all applying for same, living at a distance and even hotel accommodations and meals at company's expense. It might be said, however, that by the afternoon of the 14th, trains were running at about hourly intervals on the various divisions, with usually a couple of coaches and perhaps twice the number of locomotives attached. For a couple of days during the storm's height it was a common thing to witness six or eight locomotives of heaviest build coupled, going out or coming in after "breaking the road."

A peculiar coincident, as it were, attached to unusual occurrences of this kind, seem to be centered on one person of prominence and general y in the immediate vicinity. This gentleman is no less an individual than Mr. C. E. Pugh, a vice-president of the company. Mr. Pugh, during the fire of the old passenger depot at Thirty-second and Market street, about five years ago, was one of the first officials on the scene; five minutes after the fire broke out he was directing movements of passenger coaches there stored, to a place of safety.

Mr. Pugh was at one time an every-day telegrapher, and he, with other associates of that day, has risen in the ranks, this being the policy of the Pennsylvania Railroad. This gentleman got behind a wreck a few years ago at "3" office on the New York Division, where he also exerted his best efforts. He got on the wire, too, occasionally, he signing "P." At that time, if correctly stated, he was general manager. As to this late snow storm he was also in evidence; he was either in a "snow-stalled" train or got behind one and found it necessary to have an engine cut loose that had only one gauge of water, he accompanying, and reached the round-house after much delay, but not before he became almost completely exhausted from exposure to the storm. This trip being made for the purpose

of rushing back a supply and relief train for snow-bound passengers.

A few days after the blizzard an accident happened in the yard limits that seriously affected the passenger service; again Mr. Pugh was soon on the scene and spent several hours helping in the dispatch of trains, one track being open. In the accident referred to Fireman Walton unfortunately lost his life.

The electro-pneumatic system of switch and signals employed on the Pennsylvania elevated here, has occasioned much surprise on their successful operation through such a severe storm.

The February cheque for quite a number of the boys was "quite modest" last pay-day, business being remarkably good, together with several of them being "stuck through" more than once on account of the storm. The same being in close proximity with the meeting of Division No. 30, it did not deter a goodly crowd from being present.

Bro. Maxwell returned to duty on that day, having been absent at the home of relatives in the South, where he spent part of his time while on the sick list. He is much improved, after being laid up for several weeks.

Membership during the month has been increased by three new applications. Much business was disposed of during the meeting, and adjourned at a little after eleven p. m.

Assistant Grand Chief J. B. Finnan is in town, and may remain for a short period, calling on the boys.

Those of you who are unable to attend the March should be present at the April meeting without fail, as it is expected important measures will be discussed relative to the coming convention in May. The May meeting will possibly be called a few days or a week earlier on account of convention falling on about that date. Attend that we may discuss suggestions you might make in the Organization's welfare. A registry will hereafter be kept of all members present at division meetings of No. 30.

Those of you who have not paid your dues in full should do so immediately; otherwise you get no Journal. See notice of G. S. & T. in last issue. By being prompt you save your local Secretary much work and the division less expense.

Bro. E. D. Sipler has been appointed assistant manager at "S," with hours 10:30 p. m. to 7:30 a. m.

Bro. J. J. Ryan has been covering the one to ten at "S" for a few days, owing to Bro. Meck being off with a bad sore throat.

The following promotions and appointments have been made on the New York Division to take effect March 1st:

M. F. Tomlinson, appointed wreck chief with office at Jersey City.

J. J. Shopp, assistant trainmaster at Jersey City, vice M. F. Tomlinson, promoted.

J. B. Powell, assistant trainmaster, Asbury Park, N. J., vice J. J. Shopp, transferred.

G. W. Robinson, assistant trainmaster, Trenton, N. J., vice J. B. Powell, transferred.

H. S. Catlin, appointed assistant trainmaster, Mantua, vice G. W. Robinson, transferred.

A. B. Plant, chief train dispatcher (night), Jersey City, temporarily.

The recent snow storm somewhat crippled the

regular force in "S" office. Some of the men being compelled to work long stretches to cover the hours. Bro. Casey being on for fifteen straight hours.

The heavy run of business in "S" office necessitated adding an extra man at night for over a week prior to the blizzard.

Ask Ryan to tell you about taking Donahue and Meck out for some cheap neckties.

Bro. W. S. Campbell still holds down the 8:30 to 6:30 in "S."

The B. & O. boys turned out in great shape at the last meeting. Go it one better next time, boys, we like your company.

Yours in S. O. and D.,

Div. Cor. 169.

Baltimore and Ohio.

Chicago Division:—

I have watched and waited patiently and with great eagerness for a line from the Chicago Division, but in vain.

With the permission of Bro. Perham and his official goat, I would like to give what may be of interest to some of the brothers, and should be to all of us, as we well know several new men are in our midst, and if they are not already O. R. T. men, they should be brought into line with as little delay as possible, for "united we stand, divided we fall."

With the assistance of Bros. Horton, Sheller and Montgomery, I have been able to get the names of nearly every operator between Chicago and Garrett, and, boys, if you see some "nons" among them, go after them with a determination

Chicago—Bros. Kelly and Mathias.

South Chicago—Bros. Demitt and a new man.

Rock Island Junction—Bros. Briggs and Messimore.

Whiteings—Bro. Fuller.

Wilson—We have a good pair (the Ansbro brothers) at this place.

Millers—R. H. Kountz, days, and a Lake Shore man nights.

McCools—W. D. Lockwood, days, and a new man nights.

Suman—Bros. Clifford and O'Hara.

Alida—Bros. Horton and James.

Wellsboro—Bros. Meledy and Sheller.

Union Center—Here find the venerable old man, Bro. Love, all alone, and watch with what regularity he says "GN" after No. 6 goes each night. Bro. Love tells us that his overtime this winter has paid his dues for the next three years to come.

Walkerton—We find at this place Stahl, Horer and Relief Agent Swingle—all good brothers.

La Paz Junction—Bros. Montgomery and Wilsons.

Bremen—Bros. Ringle and Kountz.

Napanee—Bros. Culp, Whiteman, and a new man.

Milford Junction—Bros. Hardy and McDonald.

Syracuse—Bro. Buchholz.

Cromwell—Here we have the Fitzpatricks, both staunch O. R. T. boys.

Albion—Bro. Mathews and a new man.

Avilla—Bros. Yeiser, Allman and Wheeler.

We wind up by reaching Garrett, the end of the Western Division, and too much cannot be said about the lack of interest at this point. All of the operators and dispatchers there enjoy a beautiful increase in pay, and yet some are indifferent about

the welfare of our Order. Some would, possibly, not have a "job" today if it were not for our Order, as they carried their grievance to a successful termination under the grand old banner, and the lack of interest shown there should bring the blush of shame in abundance to the faces of the guilty ones.

I will close by saying that we have not a single "ham factory" on the West End, and a more loyal set of men never existed.

I would like to hear from the East End in next month's issue. Brother Streely tell us "how it was."

EXCESS BAGGAGE.

Ottawa Division No. 15.

Our division held its regular meeting at Glen Robertson on the 28th inst. There was a good attendance and quite an amount of important business was transacted. The Secretary's report showed the division to be in a highly prosperous condition, both numerically and financially. We are singularly fortunate in having an efficient and popular staff of officers, men whose hearts and souls are in the work and who are working night and day to advance the best interests of the Order. Our Chief (Bro. Tompkins) was decorated with the colors of the Hawkesbury Hockie Club. As Patsy is agent at Hawkesbury he is, quite naturally, proud of his town's club, and, as it had, on the night previous, scored a victory of ten to three over an Ottawa team, Bro. T. was almost beside himself with joy over the event.

Reports go to show that we are likely to have a large influx of new members in the near future. One of the most gratifying features of the meeting was the unbounded enthusiasm which prevailed. Every man gave unmistakable evidence that he was a devoted adherent of the Order and determined to stand or fall with it. This is in the highest degree gratifying. We should ever bear in mind the old Roman motto, "United we stand, divided we fall." Several important committees were appointed, which will greatly facilitate the working of the division as well as simplifying its machinery.

Mr. Robertson, the popular agent at Glen Robertson, deserves great credit for the arrangements made at the hotel for the physical comfort of the boys in the shape of good cheer abundantly provided. We hope Dave will live long and die happy. The meeting was undoubtedly one of the most satisfactory the division has held for a long time, and it cannot but be productive of the best possible results.

Div. Cor.

Southern Railway Company.

Norfolk Division:—

In scanning the pages of THE TELEGRAPHER for quite a while I fail to find any news from the Norfolk Division. What is the trouble, is there a ground on? But I suppose we are waiting for some one to commence. Of course we do not expect to write like the "big fellows" that have large resources to take from, but we all can do our "mite" in our humble way, with the right spirit, and who knows but the seed sown in weakness may bring forth good fruit in due season. It may not grow as fast as we expect, but we cannot tell when it will

spring up and bring forth fruit, so, in view of this fact it behooves us all to have a thought as to what kind of seed we sow, "For whatever a man soweth that shall he also reap." Let us cultivate a more gentle spirit in our daily duties and walks of life, and if we cannot speak any good of our neighbors, let us refrain from speaking evil, and always remember the golden rule.

As we do not see an article from the Southern, especially this division, I will try and line up the men on the same. We start at Gibsonville, where we find Bro. S. R. Guley, who is always ready to answer up. Next.

Elon College, Bro. W. E. Lowe, agent and operator. Burlington, Bro. D. A. Summers as operator, while Bro. L. M. Barbee does the freight work and watches the stamp.

Graham, Bro. T. C. Montgomery, as agent and operator.

Haw River, Bro. W. F. Fogleman, as operator.

Mebane, Bro. J. A. Wood does the owl trick, and Bro. R. T. Johnson helps out days as extra man.

Hillsboro, Bro. E. L. Barbee, as operator.

University, J. H. Tucker, as agent and operator. Durham, we find Bro. T. V. Smith, who works the owl trick. Others omitted.

East Durham, Bro. R. C. Patterson, operator, regular man, but off sick for a day or two.

Bro. Wood, from Mebane, as supply.

Morrisville, Bro. E. W. Clements, agent and operator.

Cary, Bro. J. K. Mason.

Raleigh, we see Mr. Perry, new man, days, and Mr. S. A. Barbee, nights. We only see both at a distance as passing.

Garner, Bro. J. O. Fowler, agent and operator.

We pass Auburn, Clayton and Wilson's Mills.

Next. Selma, we find Bro. W. H. Pritchard as agent, and Bro. Massey as operator. We pass Princeton.

Goldsboro, find Bro. Stevens and Bro. Humphrey, "A X" as operator, and "X" as cashier.

This being our terminal, guess I'll have to close my key b-4 breaking into someone.

CERT. 225.

Columbia Division:—

Business is somewhat brisk owing to the annual movement of fertilizers. Extra Operators Boswell, Meyer and Craps are kept busy at present as there seems to be an unusual amount of sickness among the operators. Extra Operator Boswell is relieving the night man at S. C. & G. Junction, who is on the sick list.

Extra Operator Craps is relieving Night Operator Moyer at Bythewood, Mr. Moyer relieving operator at Union, who is confined to his room.

Bro. H. S. Morgan, of Gilberts, was off for a few days last week, relieved by Extra Man Craps.

Bro. J. A. Dozier, of Trenton, and Bro. Bridgers, of Augusta, have the only jobs on the line, I don't think. These two brothers knew what a night's rest was during the recent fall of snow. Now, fellow operators, I know many of you besides these two brothers as well as myself worked a great deal of overtime during the recent snow storm, which was the largest that has fallen in the South for years. How many of us received any extra pay? I will venture to say that there were fifty operators on the Southern System, north of Atlanta and Augusta, that did not know anything but all day and night during this snow. Now this is not justice for us to do all this work for so little compensation. Why can't the operators of the Southern Railway all join hands and hearts and go in a solid body and ask for our rights? It was not our fault that trains were delayed. We have nothing to do with the Almighty's work, and why should the Southern System of Railways work us night and day for what Nature did? Yours in S. O. and D.,

CERT. 129.

Harrisburg Div. No. 3.

Two months of the new year have passed away and in that time we have succeeded in adding a few names to our roll of membership. In view of the fact that the three-dollar-and-fifty-cent initiation fee still exists, I can not see why it should not bring more fruitful results. There is an abundance of material on this Division to work on, and, if approached in the proper way there is no reason why we can not get some of them. I am afraid the principles of the Organization have not been explained thoroughly. Anyone can say the O. R. T. is a good thing, but we must prove it and explain why it is a good thing. I do not blame anyone for not joining an organization if the soliciting party can not point out some good principles. The working man of today wants to place his money where he will derive the most benefit, and I give him credit for it. The question of having a Grand Division Organizer sent here has often been discussed, but I really don't see the necessity of such a move.

Whose efforts placed this division in its present standing? The work of several of our individual members has brought us slowly, but surely, to where we now are, and if individual efforts can accomplish this much, I look for it to accomplish more. There are too many who join the Organization and as soon as they are installed into membership they imagine their duty is done, and sit back to look at the rest working. A big mistake, brothers. It is your duty to get to work, using all honorable influence to bring non-members into the Organization, and in ordinary words our work is never done, for after we get them in, we must endeavor to keep them there. If your neighbor at the office next to yours is not one of us, and he is a desirable person, go and talk to him; not in a commanding way, but in a gentlemanly manner, and give him all the workings of the Order as far as practicable. Do not attempt to drive him, for a man in our ranks whose heart is not set on the work before him, does not render much assistance. Now, brothers, let us get down to business without waiting for a Grand Division Organizer, and see what we can accomplish before July 1st, as the three-dollar-and-a-half fee will be discontinued from that date unless otherwise ordered by the Grand Division. "A word to the wise is sufficient."

In regard to changing our Constitution to admit other classes, as suggested in these columns quite recently, I think that what the Constitution calls for at present is enough. If we can succeed in lining up the eligible ones among the telegraphers, linemen, levermen and electricians who are at present not connected with the Organization, we will have all we want to take care of. I do not want to be considered selfish, but we are organized as the Order of Railroad Telegraphers, and I believe in drawing the line as close as possible to that class of labor. The Organization has plenty of chances to grow, and from present indications will grow, and it will not be necessary to make an A. R. U. out of it to make it grow. Expansion is all right—in its place—but we should confine it to our own class as much as possible. If every one of us would get to work and act as our own organizer, I have no doubt we would be surprised at the results. Try it and see.

Bros. Stahl, of Lewistown, and Livingston, of Fort Hunter, dropped in at our last meeting in February. It was a surprise, but an agreeable one. Come again.

Our meetings are still held in Kinard's Hall, 305 Broad street, Harrisburg, Pa., on the first and third Sundays of each month at 2k p. m., sharp.

We have several ex-members on the string for April pay-day. Glad to renew old acquaintance.

There are very few of the boys in this division without the up-to-date card. Watch this closely and do not let your name get on the non-list.

What takes Bro. Germer out on the Hill so often? Do not forget the cigars, Willie.

DIV. COR.

Grand Division

OFFICIAL DIRECTORY

GENERAL OFFICES, PEORIA, ILL.

GRAND OFFICERS.

W. V. POWELL,

Grand Chief Telegrapher, Peoria, Ill.

J. B. FINNAN,

2d Ass't Grand Chief Telegrapher, Peoria, Ill.

H. B. PERHAM,

Grand Secretary and Treasurer, Peoria, Ill.

M. M. DOLPHIN,

General Counsel, Kansas City, Mo.

GRAND EXECUTIVE COMMITTEE.

Charles Daniel, Chairman, 65 Cone st., Atlanta, Ga.

S. C. Mahanay, Secretary, Meramec Highlands, Mo.

L. A. Tanquary, room 6, Union Depot, Pueblo, Col.

Wm. White, 308 Horton St., London, Ontario.

C. L. French, Cumberland, Md.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, G. S. & T., Peoria, Ill., in addition to the Secretary of their Local or System Division.

Notice.

—The following Division cards have been reported as lost. If presented, please take up and return to this office:

Card 2846, good until June 30, 1899, issued in favor of Certificate 239 Division No. 22.

Card 3627, good until June 30, 1899, issued in favor of Certificate 256 Division No. 162.

H. B. PERHAM,
G. S. & T.

Notice.

To Telegraphers on N. Y., C. & St. L. R. R.:

The telegraphers employed upon the New York, Chicago and St. Louis Railroad have established a System Division of the O. R. T. to be known as No. 18. Bro. F. R. Terbrack has been appointed acting General Secretary and Treasurer. All communications and remittances for the division should be addressed to F. R. Terbrack, 69 Yonker street, Cleveland, Ohio. Members of other divisions employed upon this road should send their current division cards to him at once, and request transfer. Cards in the new division will be issued to members thereof as soon as they are reported to this office.

Yours in S. O. and D.,
H. B. PERHAM,
G. S. & T.

Notice.

To Secretaries:

Members transferred from one division to another, and deceased members should always be shown on weekly decrease report. This will facilitate the work of checking annual reports and make the records at headquarters agree with the local division records at all times.

Yours in S. O. and D.,

H. B. PERHAM,

G. S. & T.

Notice.

The attention of delegates and others is called to Section 47, of the Constitution, which provides that the Constitution and Statutes "can only be altered, amended or repealed in the following manner: The proposed change, which can be offered only by a regularly elected delegate or Grand Officer, shall quote in full the section to be changed, incorporating the alteration or amendment sought to be made, *which shall be filed with the Grand Secretary and Treasurer not less than thirty days prior to the meeting of the next biennial convention*, and the Grand Secretary and Treasurer shall have all such alterations or amendments printed and a copy forwarded to each subordinate division. Upon the assembling of the Grand Division a copy of all alterations or amendments received shall be furnished to each delegate by the Grand Secretary and Treasurer, and shall be considered by the Grand Division in the order in which they were filed, etc." In order that the Grand Secretary and Treasurer may comply with the above law, bills should be submitted not later than April 15th. After that date they will go to the printer and copies will be forwarded to each Local Secretary at the earliest possible moment. Bills received after April 15th will not be printed.

H. B. PERHAM,

G. S. & T.

VOL. XVI, No. 4
APRIL, 1899

THE
RAILROAD TELEGRAPHER

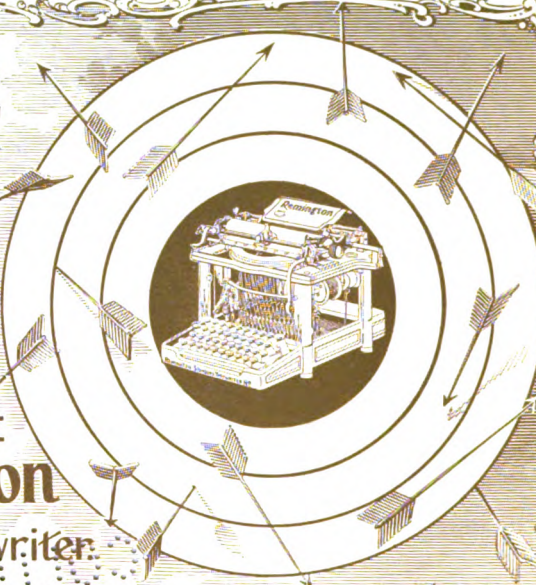
PUBLISHED AT PEORIA, ILL.

BY THE ORDER OF RAILROAD TELEGRAPHERS.

WIDE
OF THE
MARK

ALL EFFORTS
TO EQUAL THE
Remington
Standard Typewriter.

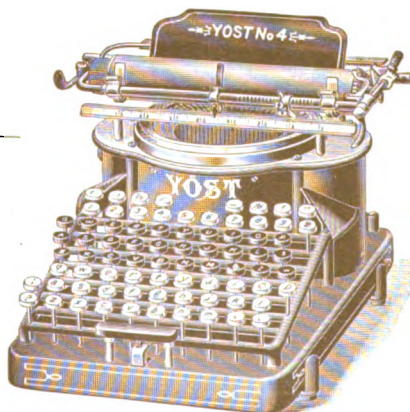
WYCKOFF, SEAMANS & BENEDICT, 327 Broadway, New York.

A large target with concentric circles. Numerous arrows are shown hitting the bullseye in the center. Inside the bullseye is a detailed illustration of a Remington typewriter. The entire advertisement is framed by an ornate, decorative border.

WYCKOFF, SEAMANS & BENEDICT, 327 BROADWAY, NEW YORK

THE **YOST** TYPEWRITER

Alignment—
Accurate
and
Stays so.



Printing—
Direct,
Clear,
Beautiful.

“BEAUTIFUL WORK”

Send for Book

Yost Writing Machine Co., 61 Chambers Street, New York City



A HIGHLAND STREAM, MUSKOKA LAKES DISTRICT.

Courtesy — Grand Trunk Ry.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



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APRIL, 1899.

No. 4

EDITORIAL

The Second Biennial Convention.

FOR THE twelfth time in the history of the Order of Railroad Telegraphers, its members delegated for that purpose are about to meet in Convention. On the fifteenth day of May, 1899, at Peoria, Ill., delegates from every state in the Union, Canada and Mexico, will assemble to discuss and act upon matters that are of vital importance to railroad telegraphers, whether members of the Order or not. For the information of the younger members it might be well to explain that from 1886 to 1895 our organization held its Conventions annually, but the matter of biennial Conventions, which had been discussed for a long time, was brought to a focus at the Convention of 1895, and the laws were amended providing for biennial Conventions instead of annual. The new arrangement has proven satisfactory, and effects a great economy for the organization.

From present indications the Convention will be well attended, and it is highly probable that every Division of the Order will send its full quota of delegates. Many prominent workers in the organization have

expressed their intention of coming as visitors, and some will bring their families. It will be an interesting session, but as no radical changes in the Constitution have been brought prominently before the membership up to the present time, it is not probable that there will be any burning issue to be quenched, a desideratum much to be wished. There will be questions of business to discuss that mean much for the future welfare of the Order, but common sense, good will and fraternal feeling are sufficient in themselves to overcome every issue that may arise, and the telegraphers are not lacking in those essentials to harmony and progress.

The rapid growth of the organization of late years has developed some minor defects in existing laws, which was to be expected under the circumstances. It takes time and experience to demonstrate how a new law is going to work. It is probably for this reason that experienced law makers move with great caution.

When a vessel has made a long voyage it is customary to put her in dry dock, scrape her from stem to stern, and overhaul her generally from truck to keel in order that she

may venture on her next voyage in safety. A similar process is necessary with a labor organization. The delegates, who are the agents of the owners, should satisfy themselves that everything is in the best possible condition before entering upon another two year term.

Arrangements in regard to transportation have been made, and a circular letter concerning the same has been mailed to the delegates.

The hotels of Peoria are very good, and there will be ample accommodations at favorable rates for all who may come.

Convention badges will be mailed to delegates in due time, so that they may be worn en route to Peoria if desired. Visitors should remember to bring their June 30th card with them, as they will find it useful.

Instructed Delegates.

IT SEEMS natural that when a body of men send a delegate to another body to represent their interests there that they should tell the one delegate what to do before starting on his mission. It is one of those things that seems all right as a theory, but never works well in practice, showing that there is something defective with the theory. Telegraphers, especially those in the railroad service, are by the nature of their occupation almost as thoroughly scattered as lighthouse keepers or postmasters, and when they meet in convention there is always a number of ideas to be exchanged, and it naturally takes some time for a majority to get in accord even on one solitary point.

Arguments are made bringing out cogent reasons why this or that should be done, oftentimes going to show that right action is in direct opposition to instructions, and the delegate finds himself in a dilemma. The most intelligent of the gathering make their thoughts known and cause others to change their opinions because of the new light thrown on the subject by close and correct reasoning. The unfortunate delegate with instructions wishes that those who instructed him were there to hear.

If it were practicable it would be far better for a majority of the members themselves to attend the conventions than to appoint delegates, but as this procedure would suspend

business on some of the railroads until the convention closed, it cannot be done. The next best thing then is to select the most able men obtainable for representatives and send them to the convention, free to act on their own judgment, unfettered by any restrictions, whatever.

Slovenly Kept Offices.

IT IS a noticeable fact that where telegraphers work for small pay, and no attention has been paid to the matter of organization, that the offices in which they live and have their being, are generally dirty, cubby little holes hardly fit for human habitation. The place usually declares the slovenly habits of the man and may be taken as an index of his character. The floor is dirty, and often times black with grease, the windows, instead of performing their natural function, serve to hasten the coming of the evening twilight and in the morning retard the glorious rays of old Sol. Boxes that have been used to transport the familiar cracker are made to do duty in the place of chairs, and the old, rough, castiron stove or heater is generally accepted as the cuspidorial target. The aroma peculiar to such places is a composition of tobacco, crude oil and dirt, that would nauseate a steerage passenger on an Atlantic liner.

Such offices are loafing places for all comers, and the man in charge is generally the subservient tool of men who are glad to have his ability as a telegrapher freely at their command, while they have very little respect for him or his business.

Where telegraphers are organized and the men respect themselves and their calling the difference is very well defined. Clean, well-kept offices, no loafers allowed and a general air of progress and prosperity denotes that the man who runs the office thinks well of himself and the business that he follows. Instead of using the wire for public telephone purposes, a practice not appreciated by those who receive the accommodation and cheapening in its effect, all messages, whether railroad or commercial, are written out and filed for record.

Every one that does business with such an office realizes that the servant is worthy of his hire, and stands ready to help such a man when he has a grievance.

Office furniture and appliances are furnished upon requisition, but where men have not the *esprit de corps* to make requisition after requisition until their wants are supplied, everybody is satisfied for things to remain as they are for the present, or as long as the incumbent is content to sleep on his rights instead of getting out and rustling for them.

The organization man is usually a rustler, and the appearance of his abiding place proclaims that fact. Every one thinks better of him for it, even the official who erstwhile thought that the increased expense would come out of his own pocket, or at least acted as if it would.

A bright, clean office where telegraphic business is carried on in proper privacy with a telegrapher in charge, who is as competent in his business as he is courteous to all comers generally, means that the man in charge is a self-respecting member of the organization of his class.

A Huge Voting Machine.

IF LABOR is the source of wealth and it is true that wealth should belong to him that creates it, the fact is evident that the working people must have made some serious mistakes in the past, or those who work now would not be so effectually under the thumb of those who do not work.

If that premise is accepted, it may be permissible to point out an error that is causing no little mischief at the present time, in that it acts like a will-o-the-wisp to lead innocent people into the mire. It is the promulgation of the idea that the interests of the employe and employer are identical. That specious phrase is a deliberate and intentional assertion of what is untrue that is not likely to have originated with the employe. Many people think that if the employer is prosperous he will be generous to his men. Congress has voted millions of dollars into the pockets of the employing class with this object in view.

Those who are in daily contact with the world of business know that it is not true. If prosperous concerns were in the habit of sharing their prosperity with the men who made it, there would be no labor organizations.

It is well known that when a mediocre

individual accumulates or acquires a few thousand dollars he is invariably seized with a consuming desire for more money; in fact, a little money will frequently turn a good fellow into a curmudgeon.

A corporation follows much the same course. If it be a railroad concern, a little prosperity is invariably followed by bonds, betterments and extensions. The welfare of the employes only comes up for consideration when they combine in sufficient numbers to insist upon it.

What an individual will do in his scramble for wealth is hardly a criterion of what a corporation will do to increase its earning capacity; legalized avarice has never yet had its boundaries defined.

The wealthiest railroad companies usually pay the lowest wages and give the least attention to the comfort and well-being of their employes. It is these powerful companies that pursue such methods as to arouse feelings of resentment in the minds of both patrons and employes. To overcome this feeling of resentment that is now more particularly manifest in the Southern and Western States, but is surely spreading all over the country, it is proposed by a few spellbinders to mass the million votes of railway employes into political leagues in opposition to the legislative acts of the people.

The *Locomotive Firemen's Magazine* for April, commenting on this subject, says:

"A few years ago it was deemed advisable to participate in legislative matters in an official way; that is, our Constitution was so changed that in addition to the provisions for aiding disabled members and helpless widows, and in addition to the provisions for the protecting of members against unjust wage reduction and unfair treatment, provisions were made for legislative work under the direct management of the Brotherhood.

"The object of the promoters of this innovation was, of course, to secure legislation for the protection of railway employes in particular and workingmen in general. Railway corporations had so manipulated the legislatures and the judiciary that they could blacklist their former employes and keep within the pale of the law, while the employes who attempted to retaliate with the boycott were sent to jail, by the direction of a servant of the corporation, who

happened to be occupying the position of judge. Wage reductions were made, and before the fact became known to the public, a company's tool on the federal bench issued an injunction restraining the employes from quitting the service of the company. Another creature that had been placed in a high judicial position, covered himself with infamy in the Ann Arbor strike, and yet another in the P. & R. trouble, and so on down, until the thoughtful members of the Brotherhood believed that for the protection of its members against such tools of railway corporations an organized effort should be made to secure remedial legislation.

"Conspiracy laws were finding their way into the statutes of many of the States the purposes of which were to punish as conspirators members of labor organizations who dared to contest for their rights. It was a notorious fact that such laws were introduced and passed by legislatures under political pressure brought to bear by the attorneys of corporations. To counteract the influence of such a lobby it was decided that it was necessary that the Brotherhood should have representative committees, selected from its membership, to be present when such nefarious work was attempted.

"To enumerate the grievances of railway employes would be an endless task. Each State had its own peculiar laws, and many bills more peculiar were ready to be injected into the law-mills whenever it was thought that the occasion was propitious.

"Besides the objectionable laws, enforced and prospective, railway employes wanted legislation for their own benefit. By their efforts and the kind assistance of other labor organizations much good was accomplished. In many States "fellow-servant" laws were enacted, which laws gave legal protection to employes of railway companies. Previous to the enactment of such laws, should a wreck occur, occasioned by the negligence or ignorance of someone, and a fireman and a cow were killed, the company paid the owner of the cow, and defeated the widow of the dead fireman who applied to the courts.

"Through the efforts of railway Brotherhoods national laws were enacted for the protection of the lives and limbs of men in train service. In the face of great opposition

from railway attorneys, and railway employes who desired to be known as 'loyal to the company,' the Brotherhoods secured the passage of the 'coupler' bill, and others, making it compulsory for railway companies to equip cars and engines with life-saving devices.

"The many State and National laws that have been secured by railway employes for their protection would fill volumes. It is a well-known fact that the railway corporations have strongly opposed railway employes in these legislative matters; it is a well-known fact that without the fraternal support of other labor organizations, in many instances, we would have been defeated, and it is a well-known fact that every remedial law we have ever secured has come by the good will and best wishes of the people.

"The question may be asked by the reader: 'If these things are true, why do you dwell upon them when they will only cause hard feelings?' The answer is easy.

"There is an opinion fast gaining ground throughout the land, that plans have been laid by railway corporations to make of the railway Brotherhoods vast voting machines. That such is not true, every member of the Brotherhood knows, but that certain people who are at the head of the movement think they have their fish caught, is evident to an observer. By resorting to implied threats of reductions of wages, by preying upon the selfishness of human nature, it is hoped by the leaders of the movement that railway corporations, like the feudal barons of old, will be able to assemble their servants and henchmen by a blast of a bugle. It is hoped that after wasting fortunes, and years of labor, in attempting to destroy the Brotherhoods, the next best thing is to exploit their legislative machinery in defeating the very people who have always befriended railway employes in legislative matters. It is hoped that through the medium of a political movement railway employes can be voted for corporations' interests, like driving sheep to a slaughter pen.

"That such an attempt will fail, every member of the Brotherhood knows; and that such a rumor should gain credence is a reflection on the good name of the Brotherhoods, and an insult to their members."

Editorial Notes

"Association is the law of progress."

The man who lives for himself alone is in a small way of business.

Telegraphic interest will be centered upon Peoria next month.

"Fled now the sullen murmurs of the North,
The splendid raiment of the Spring peeps forth."

Come to the O. R. T. convention to be held at Peoria commencing May 15th. There will be more telegraphers in one bunch than you have seen in many a year.

The sympathizers and well wishers of this order, who are not members, but ought to be, would have their eyes opened if they happened in Peoria about the middle of next month.

Correspondents should make an extra effort to get their copy in as early as possible for the May number on account of the rush of business at the general offices caused by the approaching convention.

Walter Vrooman, who is now in England, contemplates founding a college for the instruction of labor agitators. Such a move might hurry up the era of justice that is but a day-dream at present.

Lowell points out in one of his poems that the Mayflower was not launched by cowards, nor was it steered by men behind their time. And so with labor unions, they were not instituted by timorous men, nor can they be successfully steered by numbskulls.

It is a common thing to note in reform papers that contemplated improvements in telegraphic appliances will result in throwing about half the telegraphers out of employment. As the newfangled appliances usually need an experienced electrician to take care of and regulate them — the telegraphers do not scare very much.

Voluntary increase of wages is being reported by the daily press. Such action will tend to increase the respect of men for their employers. If genuine fraternalism could be injected into business, there would not be so many complaints from working people.

The Filipinos are bravely fighting for independence, and the sentiment is growing that the United States Government is getting into a false position if indeed it is not already there. It will possibly develop that monarchical ideas unwittingly permeate the minds of citizens who flatter themselves that they are truly democratic.

The Delaware, Lackawanna and Western Railroad under its new management has departed from its old-time plan of running no trains on Sunday. Says a New York exchange:

"If an intending traveler had gone to the D., L. & W. station in Hoboken on any Sunday within the last thirty-two years he would have found the place closed tighter than a New York City saloon during the Roosevelt presidency of the police board.

While Samuel Sloan was president of the line he always held that to work on Sunday was wrong, and no one in his employ ever had anything to do on that day. Consequently, no trains were run on Sunday.

Now there are bonfires all along the line of the road. It has been given out officially that on next Sunday, and on every Sunday thereafter, trains will be run to every point. W. H. Tuesdale, the new president, stands for this new order of things.

Many persons, singly and in organized bodies, have at times in the past thirty-two years, supplicated Mr. Sloan to run trains on Sunday, but they invariably reported back that their requests had been freezingly denied. Once the commuters declared to Mr. Sloan that they wanted the trains so that they could go to and from the city churches on Sunday, but this argument was exploded by the New Jersey Clergymen's Union, which showed that its members dispensed just as good gospel as could be had in the city."

Telegraphers, dispatchers and signalmen will have to concentrate their efforts towards getting one day's rest in seven. Public sentiment seems to be in opposition to Sunday rest for railroad employes.

THE MUTUAL BENEFIT DEPARTMENT

ASSessment NO. 10 IS DUE ON
MAY 1, 1899. TIME FOR PAY-
MENT EXPIRES JUNE 30, 1899.

When you are in doubt as to what to do, follow the principle laid down in the golden rule.

Fraternity in all its attributes speaks in a loud voice against selfishness, that bane of all human happiness.

Members holding certificates in this department who afterwards enter the matrimonial state, should be careful to have their certificate changed, so that the one having the insurable interest will have no trouble on that score.

Claim No. 4, Amount \$1,000, has been paid to Mrs. Alice Fletcher, of St. Louis, Mo., the widow of Bro. C. S. Fletcher, of Missouri Pacific Division, No. 31, who died on January 17, 1899, from the effects of a surgical operation for appendicitis.

Upon the death of a member holding a certificate in a fraternal beneficiary society, the money arising from such certificate vests absolutely in the beneficiary properly designated by the member. *Fisher et al. vs. Donovan et al.*, 77 N. W. Rep. (Neb.) 778.

Creditors have no right to, or interest in, a certificate in a fraternal beneficiary society either before or after the death of the member, and they cannot participate in the fund derived therefrom. *Fisher et al. vs. Donovan et al.*, 77 N. W. Rep. (Neb.) 778.

A substitute beneficiary designated by a member of a beneficial association cannot recover a death benefit, where the association had not consented to the substitution, and its Constitution made a substitution inoperative without its consent. *Murphy vs. Metropolitan St. Ry. Ass'n.*, 55 N. Y. Supp., 620.

A member of a fraternal beneficiary society has no such interest or property in the proceeds of a certificate therein that he can impress such proceeds with a trust in favor of his creditors. *Fisher et al. vs. Donovan et al.*, 77 N. W. Rep. (Neb.) 778.

Where a life insurance policy specifies that it is issued "in consideration of the statements and agreements in the application for the policy, which are hereby made a part of this contract," the application constitutes a part of the contract. *Parish et al. vs. Mutual Benefit Life Ins. Co.*, 49 S. W. Rep. (Tex.) 153.

The Constitution of a beneficial association authorizing it to withhold its consent to a member's designation of one not a relative as a substituted beneficiary, until the member gives good reasons for the substitution, is not unreasonable as enabling the association to make an arbitrary denial of a member's rights. *Murphy vs. Metropolitan St. Ry. Ass'n.* 55 N. Y. Supp. 620.

A point of law was raised in a Kansas City circuit court recently that is probably without precedent, in a suit filed by E. J. Sherlock, attorney for Mrs. Maud Frost, against the Modern Woodmen of America. It is whether or not an unmarried man may insure his life in favor of another man's wife, so that she may collect the insurance at his death. Charles E. Gant was insured for \$2,000 in the Woodmen when he committed suicide last July. His policy was payable to Mrs. Frost, his "fiancee," but she was the wife of another man, and the Woodmen said they would not pay it, because a married woman could not legally be the fiancee of a single man. Mrs. Frost explained that she had not lived with her husband for several years, and that she and Gant were engaged to be married as soon as she got a divorce.

Gleanings

The Cincinnati clergymen want Sunday funerals abolished.

* * *

Kind words cost nothing, but the interest thereon is better than gold.

* * *

Telegrams in Chili cost eight cents each. The Government owns all the lines.

* * *

The Grand Trunk railway has adopted a plan by which whitewashing is done by steam.

* * *

The Carpenters' union of Chicago has raised the scale from 37½ cents to 42½ cents per hour.

* * *

Vancouver street railway employes have just organized one of the strongest unions on the Pacific coast.

* * *

False friends are like our shadows, keeping close to us while we walk in sunshine, but leaving us the instant we cross into the shade.

* * *

The fourth annual convention of the National Brickmakers Alliance will be held at Carpenter Hall, Springfield, Ill., commencing May 2, 1899.

* * *

The British engineers, machinists, etc., paid off a debt of \$250,000 last year incurred during the great strike, and have a million dollars in the treasury.

* * *

When a resolute fellow steps up to the bully, the world, and takes him boldly by the beard, he is often surprised to find it come off in his hand.—*Holmes*.

* * *

Union is a sign of generosity and it is a sign of intelligence. It means generosity, because it proves that the ablest are glad to cast in their lot with the weaker, and so fight, not for the individual profit, but for the average good.—*Exchange*.

The highest pay given German railway engineers is \$1.25 a day, while conductors only receive one dollar. Many of them have to be on duty fifteen to eighteen hours a day.

* * *

Persistency and pluck are the two weapons which win in the battle of life. Good pluck is good luck. To your ownself be true. We take no note of time but from its loss.

* * *

The pensions to the aged and infirm disbursed by the German government last year amounted to \$6,825,000. In this country the poorhouses are the last refuge of the aged and infirm.

* * *

Yellow as a caution, and green as a safety signal, have been adopted by the New York, New Haven and Hartford road. This is the first instance of the use of yellow as a railroad signal color.

* * *

Labor in India is not well paid. An American laborer could employ a little help himself at India's schedule of \$2.50 a month for servants. Masons, carpenters and blacksmiths earn \$7.50 a month.

* * *

A bill has been introduced in the Kansas legislature providing for the reorganization of the state labor bureau in such a manner as to place it under the control and direction of duly organized labor organizations and industrial societies federated as a permanent state congress.

* * *

George Beatty, one of the proprietors of the Beatty-Brady glass factory, at Dunkirk, Ind., was arrested on six different complaints, five of them charging that he discharged employes in his factory for belonging to labor organizations, and the sixth that he coerced and threatened to discharge an employe who was a member of a labor union.

It is curious that simultaneously with the departure of the Delaware, Lackawanna & Western, under its new management, from its long-established traditions in the matter of Sunday trains, the Connecticut legislature should have passed a bill authorizing the running of trains on Sunday.

* * *

The Nashville *Workman* makes the statement in large black type that children six and seven years of age are working in the cotton mills of Nashville for five cents per day, and are compelled to take their pay in trade at their employers' store, where everything is sold at double price.

* * *

A labor organization, to be successful must be a business as well as a deliberative body, and in the transactions of its business each member should take part, in order that his individual interest may be protected, and thus by each diligently guarding his own interest and all acting together, the welfare of the body as a whole can be best subserved.

* * *

Property, when first instituted, was endurable; it did not then take away from anybody the right and the means of becoming a landowner, for there was no money, while there was vacant land in abundance. From the moment, however, that every free man could no longer appropriate a part of the soil, was the cause of the misery and destitution of the masses. — *Weitting*.

* * *

At the plant of Proctor, Gamble & Co., at Ivorydale, Ohio, recently, the twenty-third semi-annual dividend to the employees was distributed. This company, since its adoption of the plan of declaring a dividend to its employees on the amount of their salaries, has declared and paid twenty-three semi-annual and two extra dividends. Five hundred and seventy-five employees, representing about 500 families, were benefitted by this dividend, and more than \$12,000 was paid out by the company. Two semi-annual dividends of six per cent. each, and two extra dividends of three and five per cent. each, making a total of twenty per cent., have been paid to the employees in the last year, or the same per cent. as was paid on the common stock of the company.

For six-pence an Englishman recently had the satisfaction of compelling his Government to transmit the following twelve-word telegram for him: "Administrator general's counter-revolutionary intercommunications uncircumstantiated. Quartermaster general's disproportionableness characteristically contradistinguished unconstitutionalists' incomprehensibilities." He most certainly received the worth of his money.

* * *

The tenants are reduced to extreme misery by rent and taxation. In all primitive societies the soil was the joint property of the families, so that all might live by their labor as nature ordained. The comfort of each was thus proportioned to his energy and intelligence; no one, at any rate, was destitute of the means of subsistence, and equality increasing from generation to generation was provided against. — *Emil de Laveleye*.

* * *

When laborers have free access to natural resources the laborers distinctly decline to allow the capitalist to abstain from the payment of the greater part of their labor. It avails him nothing if he is so cunning as to import from Europe, with his own capital, his own wage-workers. They soon cease to be laborers for hire; they become independent land-owners, if not competitors with their former masters in the labor market. Think of the horror! The excellent capitalist has imported bodily from Europe, with his own good money, his own competitors! The end of the world has come! — *Karl Marx*.

* * *

It has been well said that the vital principle grows weak when isolated. The man who cares for nobody and for whom nobody cares has nothing to live for that will pay for the trouble of keeping body and soul together. You must have a heap of embers to make a glowing fire. Scatter them apart, and they become dim and cold. So, to have a brisk, vigorous life, you must have a group of lives to keep each other warm, as it were — to afford each other mutual encouragement and confidence and support. If you wish to live the life of a man, and not that of a fungus, be social, be brotherly, be charitable, be sympathetic, and labor earnestly for the good of your kind.

During the past ten years the capacity of freight cars has been increased from eight tons to fifty tons. It has been demonstrated in the process that it is impracticable to build them of iron. The Michigan Central tried the experiment, but found that in summer the metal gathered so much heat that, when the cars were opened, the workmen had to wait fully a quarter of an hour before they could go in to unload them. The biggest cars are made of wood.

* * *

One of the duties of the workingman is to maintain the standard of his life and his wages so that he may be a true man and his family may have a complete life. The standard of life, the rate of wages, are conditions on which depend not alone the comfort of the family, but the honesty of the boy and the honor of the girl. For a workman to stand alone now is an anomaly. For a man now to hold aloof from trade organizations is to be a traitor to himself.—*Rev. Robert A. Woods.*

* * *

The task of building a railroad along the precipitous side of the canyon from Skaguay to the summit of White Pass, an elevation of nearly four thousand feet, has been completed. The first carload of freight was delivered on the summit February 15th. The event was made the occasion of an exchange of courtesies between the railway and Canadian officials. From the summit to Lake Bennett the work of construction is comparatively easy, and the track will be laid in a few weeks.

* * *

Mankind I find the same all over the world. If I take the tiniest little group of people and represent it faithfully and fully, I have spoken for all the race. The human heart is the same everywhere. Even the Japs and Chinese do not differ from us except in color. If you were telling them a story that they understood, they would laugh and cry and applaud at the same places as would the Anglo Saxon peoples. As I stroll through New York and see the homeless men and women there, I think I am on the Victoria embankment along the Thames, in Shoreditch or in the poorer districts of Paris or Rome. The tragedy and the problem are the same wherever they are witnessed.—*Hall Caine.*

The banner, or the largest railroad station in the world, has just been opened in Boston. The train shed has a capacity of four hundred and four passenger coaches at one time, and thirty-two express trains can be unloaded simultaneously. The train shed covers fourteen acres and the depot grounds, (including train shed), thirty-five acres. The platforms will accommodate 100,000 people, and every day more than 4,000 trains, in and out, can be handled. The cost of this mammoth terminal was \$14,000,000, but it has only taken eighteen months to build it.

* * *

The Russian Trans-Caspian railroad seems to be somewhat deliberate in the movement of its trains, of which there are four each way weekly, no trains leaving Mondays, Wednesdays and Fridays from the Caspian terminus, and none from Samarcand on Sundays, Tuesdays and Fridays. The train is sixty-three hours going from Krasnovodsk (on the Caspian) to Samarcand, a distance of 940 miles — about fifteen miles an hour. This railroad is still worked by the War Department, which built it, and not by the Transportation Department, which works the other government railroads.

* * *

There are some curious facts about our calendar. No century can begin on Wednesday, Friday or Sunday. The same calendars are used every twenty years. October always begins on the same day of the week as January, April as July, September as December. February, March and November begin on the same days. May, June and August always begin on different days from each other and every other month in the year. The first and last days of the year are always the same. These rules do not apply to leap year, when comparison is made between days before and after February 29th.

* * *

Many persons have but a vague idea of the nature of the *petit bleu* which crops up so frequently in the Picquart branch of the Dreyfus case, says the *Chicago Inter-Ocean*. It is really a form of correspondence card, which can be sent by means of pneumatic tubes from one end of Paris to another, covering the distance in the comparatively short space of one hour. It has something

of the expedition of a telegram, with the advantage of being much cheaper. There is the open *petit bleu*, which costs threepence, double that amount securing a prepaid reply. The closed card is sold at fivepence, or reply paid, one franc. This form of communication is becoming increasingly popular in paris, the *petit bleu* being accepted at all telegraph offices.

* * *

There are a great number of curious superstitions as to the time of day when a dying person is most likely to draw his last breath, and the tide, moon and the wind have all been supposed to have some share in the matter. According to the *British Medical Journal*, Raseri, who has analyzed 25,474 cases of death and 36,515 of birth, where the exact time of day was noted, finds that the maximum number of deaths occur in the early afternoon (2:07 p. m.), and the minimum in the last hours before midnight, while the maximum number of births occur in the early hours of the morning, and the minimum in the early hours of the afternoon.

As regards the cause of this he points out the hours of the maximum number of deaths are precisely those when the pulse rate and the temperature are at their highest in health, and when there is a febrile exacerbation in illness.

* * *

On March 5th a westbound freight train on the Pennsylvania road struck a landslide in a cut at Ardenheim, one mile east of Huntingdon, Pa., and was wrecked, the engine and eight cars being thrown over onto an adjoining track. At this point on the line there are four tracks. An instant later the fast newspaper train, westbound, running at a speed of about sixty miles an hour, ran into the wrecked freight train and was itself badly wrecked, the engineer and fireman being instantly killed. The wreck of the passenger train piled debris in front of an eastbound freight train, and it, too, was

wrecked and piled up amid the wreckage of the other two trains. The wreck is said to have formed one of the worst blockades which has occurred on the Pennsylvania road for many years.

* * *

In Siam a railroad charter, like other grants by the king, is called a "wind fall," though it is the "fall" and not the "wind," which gives it its name. This is the way of it: Until within some twenty years, all persons approaching his majesty—not his slaves only, but his ministers of state—did so only on all fours, and so remained during the audience. Papers which the king was graciously pleased to approve he shoved off his table and they fell upon the floor, and the petitioner, or his agent, gathered up these "falls." So, when a Siamese tells you his request is "ta klong," literally "fallen down," he means that it is granted. The country has two railroads, one about twelve miles long, built by a Danish company, and the other, of which about eighty miles are open, built for the government by a German engineer and worked largely by Germans.

* * *

Everyone has his faults, but we do not see the wallet on our own backs.

That man lives happy and in command of himself, who from day to day can say I have lived. Whether clouds obscure or the sun illumines the following day, that which is past is beyond recall.

Go on and increase in valor; this is the path to immortality.

No one possesses unalloyed pleasure; there is some anxiety mingled with joy.

That load becomes light which is cheerfully borne.

Any man may make a mistake; none but a fool will stick to it. Second thoughts are best, as the proverb says.

As the yellow gold is tried in fire, so that faith of friendship must be seen in adversity.

Avoid greatness. In a cottage there may be more real happiness than kings or their favorites enjoy.—*Horace*.



PERSONAL MENTION

BORN.—To Bro. and Mrs. H. E. Brown, of Ethelville, Ala., March 3d, a fine ten-pound O. R. T. girl.

BORN.—To Bro. and Mrs. Chas. C. Hull, a girl, on Sunday, April 2, 1899, at Flagstaff, A. T. All well.

BORN.—March 3, 1899, to Bro. and Mrs. R. M. Purcell, of No. 3 E. 115th Street, New York City, a ten pound O. R. T. girl.

BORN.—To Bro. and Mrs. J. O. Turcotte, on April 4, 1899, a fine ten-pound O. R. T. boy, at Mast Yard, N. H. Mother and child are doing well.

ANYONE having a second-hand railway velocipede for sale cheap for cash, Kalamazoo make preferred, please send particulars and price to the Grand Secretary and Treasurer.

BRO. J. A. LECANDA has resigned his position as agent at Celaya, Gto., and accepted the agency at Uruapam, Michoacan, with the same company, the Camino de Fierro Nacional Mexicano.

WANTED.—Present address of Bro. A. W. Leggatt, formerly at Washington, D. C.

J. W. BARBER,
Sec'y Div. No. 52.
2524 Frazier street, Pittsburg, Pa.

WANTED.—I desire the name and address of some member in the Kootenai country of Northwestern Montana with a view to securing a position in that country.

E. E. BALCOM,
Wayland, Ohio.

BRO. P. K. HEURING, of Petersburg, Ind., has received the nomination for City Treasurer at the hands of his fellow citizens. Bro. Heuring has been a consistent member of this Organization since 1891, and it is hoped that the organized wage earners of that city will see to it that, regardless of partisanship, the man with an up-to-date card is duly recognized at the polls.

RICHARD BELL, General Secretary of the Amalgamated Society of Railway Servants of Great Britain, was a visitor at headquarters April 4th. Bro. Bell is a thoroughly representative man and one of whom the Amalgamated Society is justly proud.

BRO. HARRY L. RUARK, under date of Algiers Algeria, March 10th on board U. S. S. Raleigh says, "we are three months from Manila now, homeward bound, and only this far, and nobody knows when we will reach New York." It sounds homesick.

A PHOTO has been received at headquarters evidently for engraving purposes, without name or mark to show who it represents. It was evidently cut from a large group picture. The sender is requested to write the Grand Secretary and Treasurer about it.

WOULD be pleased to hear from I. T. Brewster, who went from Monterey, Mexico to San Francisco in 1889 with me. Ike, write me.

F. S. T.
Care of G. R. Kline,
Cambray, N. M.

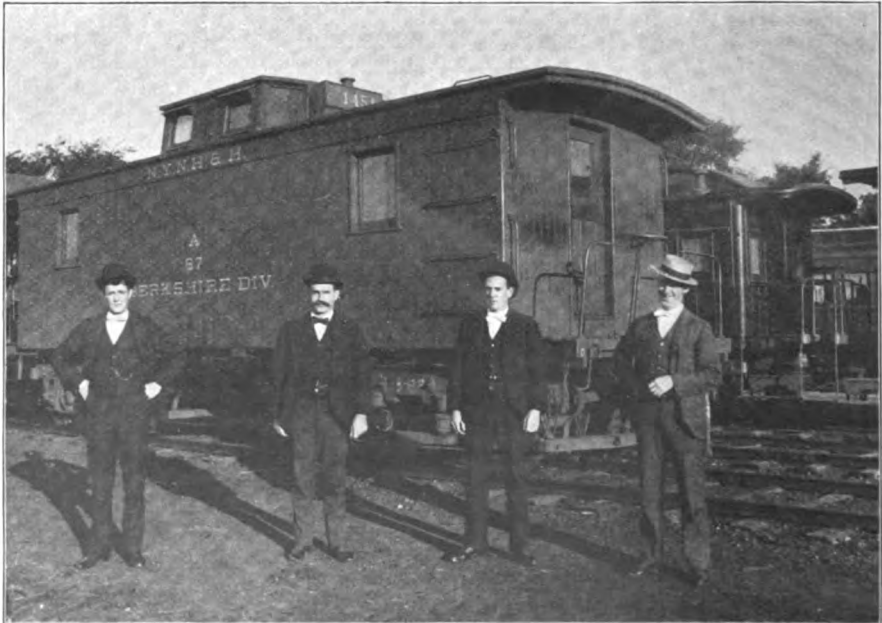
WANTED.—The address of O. McKay, formerly a C. P. R. operator. Any one knowing his whereabouts would greatly oblige me by letting me know where he hangs out, or if he should see this himself, will he kindly write?

H. MURPHY,
Box 315, Pembroke, Ont.

MARRIED.—At Tecumseh, O. T., on February 14th, Bro. A. J. Floyd and Miss Mary Frederica King were happily united in matrimony. Bro. Floyd is general agent for the Tecumseh Railway Co. and joint agent for the Choctaw and Tecumseh Railway at Tecumseh Junction, O. T., having been in that position for the past two years. Miss King is the beautiful and accomplished daughter of Attorney Frederick King, a social favorite and the belle of the city. The Telegraphers wish them long life and happiness.

BRO. L. A. TANQUARY, of Division No. 49, and member of the Grand Executive Committee was successful in his contest for a seat in the Colorado Senate. The O. R. T. sends congratulations to the people of his district in particular and the state in general because they have by this action secured a man to represent them, who will do so at all times without fear or favor.

ON MARCH 25th a fine boy came to the house of Bro. and Mrs. J. W. Barber, of Pittsburg, Pa. Their joy was but short lived as the little stranger quietly departed March 30th, much to the discomfiture of the grieved parents. Bro. Barber is the popular and efficient Secretary of Pittsburg Division No. 52, whose membership tender their condolences.



A STRAIGHT BROTHERHOOD CREW

On the Berkshire Division, N. Y., N. H. & H. R. R. Conductor Thomas Shields, Brakemen Stanton, McCarthy and Ryan. Photo by Bro. F. H. Barker.

MISCELLANY

New Schedule on the A., T. & S. F. R. R.

THE telegraphers on the Atchison, Topeka and Santa Fe Railroad have secured a revision of their schedule, which became effective on the first day of April.

As there are several points covered in this agreement that are oftentimes overlooked, the articles are published in full, but the list of salaries is omitted for lack of space. The articles read as follows:

The following rules and rates of pay will govern the employes of this department. When additional telegraph positions are created compensation will be fixed in conformity with positions of the same class in this schedule.

ARTICLE 1.

Any employe performing the duties of a telegrapher, whether termed agent, assistant agent or otherwise, will be considered a telegrapher.

ARTICLE 2.

No telegrapher shall be dismissed from the company's service until he has had a fair and impartial trial, unless telegrapher accused waives such trial. If suspended pending investigation, such investigation must be held within ten days from date of suspension; if detained more than ten days awaiting investigation at company's instance, he shall be paid for all time in excess of ten days, whether found guilty or not; if found not guilty as charged, he shall be reinstated and paid for all time lost. In case the employe is dissatisfied with the result of the investigation, he shall have the right, without prejudice, to appeal the case to the highest officials of the company, in their regular order, either in person or by committee.

Investigations shall be held by the division superintendent or his representative. The telegrapher accused may be present, if he so desires, and may be represented by any employe of his choice, and no other person

whatsoever, except the stenographers, chief dispatcher and operator, trainmaster and superior officers, shall be permitted to be present at investigations. A true copy of the investigation will be furnished the representative of the accused telegrapher by the superintendent.

In case of intoxication or insubordination, dismissal will follow without hearing.

ARTICLE 3.

All employes in telegraph service will be regarded as in line of promotion, advancement depending upon faithful discharge of duty and capacity for increased responsibility. Where merit is equal seniority will have the preference. Seniority will be confined to divisions of the system, viz: Chicago, Eastern, Middle, Southern Kansas, Oklahoma, Western, New Mexico and Rio Grande.

ARTICLE 4.

At offices where only one telegrapher is employed, twelve consecutive hours, including meal hour, will constitute a day's work.

At offices where only two telegraphers are employed, twelve consecutive hours, including meal hour, will constitute a day's work for day telegraphers, twelve consecutive hours for night telegraphers.

At offices where more than two telegraphers are employed, ten consecutive hours, including meal hour, will constitute a day's work, for day telegraphers. For night telegraphers, ten consecutive hours, including meal hour, where there are two or more night telegraphers, and ten consecutive hours where there is only one night telegrapher, will constitute a day's work.

If a telegrapher lays off during the day at his own request, he will be docked pro rata for the time so absent, except that on Sundays and holidays he will be excused without loss of pay, when business will permit.

If telegraphers are required to remain on duty to exceed the above named hours, they will receive overtime as hereinafter provided.

ARTICLE 5.

Overtime will be paid for pro rata, but in no case less than twenty-five cents per hour. In computing overtime less than thirty minutes will not be counted, thirty minutes and less than sixty minutes will be counted an hour.

ARTICLE 6.

■ If a telegrapher is called after office hours he shall receive fifty cents for the call; if kept on duty more than sixty minutes, he shall be allowed overtime thereafter, as per Article 5, except as provided in Article 7.

ARTICLE 7.

Telegraphers regularly assigned to meet a regular train outside of their regular hours, will receive twenty-five cents for meeting the train, and if delayed longer than one hour for such purpose, they shall receive overtime thereafter, as per Article 5.

ARTICLE 8.

Telegraphers required to remain on duty after their regular office hours will be given an official telegram as authority, and excused in the same manner.

ARTICLE 9.

Telegraphers attending court for the company, and telegraphers assigned to regular offices, when working at wash-outs, wrecks or other temporary offices, will be allowed their regular salary and necessary expenses when away from home. The witness fees accruing to telegraphers to go to the company.

ARTICLE 10.

Telegraphers will not be required to unload coal or bed stock cars.

ARTICLE 11.

Telegraphers required to handle switch lamps will receive three dollars per month for four lamps or less, fifty cents per month for each additional lamp. This will not relieve night telegraphers from seeing that all lights are kept burning during the night.

ARTICLE 12.

It is hereby agreed that within a reasonable time from the adoption of this schedule, the superintendents of the different divisions of the road, or their representatives, will meet the committees representing the telegraphers under their jurisdiction, and proceed to the investigation of the complaints of the telegraphers who are now required to carry the Government mail, and relieve them of this duty when it is shown to work an injustice or a hardship upon them. The basis of consideration to be heavy mails, distance of carriage, frequency of carriage, schedule of mail trains and such other conditions as may surround them in the proper performance of their duty.

ARTICLE 13.

Telegraphers handling business of express or commercial telegraph companies, shall have the right to complain of unjust treatment at their hands and receive due consideration at the hands of the railway company.

ARTICLE 14.

When any telegrapher, permanently assigned, is transferred by order of the proper official, he shall receive free transportation for himself, family and household goods and will be allowed full time while in transit.

ARTICLE 15.

A telegrapher securing employment with this company, shall, within thirty days from date of employment, have returned to him all service cards and letters of recommendation which have been taken up for investigation.

ARTICLE 16.

Telegraphers will not be discriminated against for serving on the Boards of Adjustment, representing the telegraph employees, and will be relieved without unnecessary delay and furnished transportation for such purpose.

ARTICLE 17.

Telegraphers may be transferred from one division to another if agreeable to the interested parties, and when approved by the division superintendents. In case of exchange of positions, seniority will also be exchanged. It is agreed and understood that the rights of all the men under division seniority shall date from the last time they entered the telegraph service. This rule is not intended to militate against agents who are furnished with a telegrapher during parts of the year.

ARTICLE 18.

Telegraphers required to run pumps will receive a minimum extra compensation of ten dollars per month for steam pumps and five dollars per month for gasoline pumps.

ARTICLE 19.

A telegrapher leaving the service of the company, shall, at his request, receive a letter stating length of service, capacity in which employed, reasons for leaving service, and if discharged, to state the case. Telegraphers employed thirty days or less will not be given a letter.

ARTICLE 20.

At offices where a telegrapher is employed in addition to the agent and is required to perform other than telegraph duties, such duties shall be reasonable and shall be clearly defined by the agent, but such other duties shall not interfere with his duties as telegrapher.

ARTICLE 21.

Sunday and holiday work will not be required of telegraphers except where it is absolutely necessary to protect the company's business. At offices where more than two telegraphers are employed, the manager of the office will arrange the hours, subject to the approval of the chief dis-

patcher, others to be arranged by the dispatcher on duty. In this connection it is desired by the management that this rule be liberally applied.

ARTICLE 22.

Day telegraphers will be allowed one hour for dinner, between the hours of 11:30 a. m., and 1:30 p. m. If dinner hour for any reason is not given, telegraphers will receive one hour over-time in lieu thereof.

ARTICLE 23.

No telegrapher will be required to teach telegraphy, nor shall a telegrapher teach telegraphers without permission of the superintendent.

ARTICLE 24.

When wires are run into offices at which no telegrapher is employed, and when telegraph service is discontinued at any station, wires will be cut out above the switch board. This rule not to apply to outside telegraph boxes.

ARTICLE 25.

Over-time will not be allowed, unless over-time tickets are mailed to the superintendent or trainmaster within twenty-four hours after the service has been performed. If, for any reason, the claim for overtime is not allowed, the telegrapher will be so notified in writing within ten days, setting forth the reasons why.

ARTICLE 26.

Telegraphers desiring to be absent from duty as provided for in the fourth paragraph of Article 4, will obtain a message from the dispatcher as authority, giving the hour at which he might leave and return.

ARTICLE 27.

In the event of a reduction of force in train dispatching offices or abolishment of offices, it is hereby agreed that the rights of these dispatchers in the telegraph service shall date from the last time they entered the telegraph or dispatching service.

It is also agreed that dispatchers hired after the adoption of this schedule will have no rights in the telegraph service.

Telegraphers, hereafter, who are promoted to dispatchers, and who have less than six months seniority as telegraphers, will be considered as having been hired in accordance with the second paragraph of this article.

ARTICLE 28.

Any employe having a grievance may elect to be represented by any committee or any person.

ARTICLE 29.

The minimum salaries for telegraphers shall be as follows:

Chicago Division.....\$ 45.00
Eastern Division..... 45.00

Middle Division.....	45.00
Southern Kansas Division.....	45.00
Oklahoma Division.....	45.00
Western Division—	
Between Dodge and Coolidge.....	50.00
Between Coolidge and Pueblo.....	52.00
Between Pueblo and Denver.....	55.00
New Mexico Division—	
Between La Junta and Trinidad...	55.00
Between Trinidad and Las Vegas..	57.00
Between Las Vegas and Albu- querque.....	60.00
Rio Grande Division.....	60.00

ARTICLE 30.

The Atchison, Topeka & Santa Fe Railway Company, on its part, and its telegraphers, on their part, do hereby agree that they will perform their several duties and stipulations provided for in this agreement, until thirty days' notice has been given by either party to the other, requesting a change in the same.

The schedule of wages hereinbefore referred to, are hereto attached and made a part hereof, and shall go into effect April 1, 1899.

(Signed) H. U. MUDGE,
Gen'l Supt.

For the Telegraphers:

W. V. POWELL,
Grand Chief.
WM. T. CASEY,
Gen'l Chairman.
J. A. NEWMAN,
Gen'l S. & T.
P. L. MARSTON,
E. DOWLING,
C. D. WHITNEY,
PETER GROOME, JR.,
D. COMSTOCK,
A. B. HARDING,
JAS. T. HART.

"A Clergyman and a Railway Ticket."

THE following story is related by Mr. Spurgeon in the second volume of his recently published autobiography (Passmore and Alabaster): "On one of my journeys by the Great Eastern Railway of England, well-known as the Cathedral Route, I had a singular adventure, upon which I have often looked back with pleasurable recollections. I had been into the country to preach, and was returning to London. All at once I discovered that my ticket was gone; and a gentleman, the only other occupant of the compartment, noticing that I was fumbling about in my pockets as though in search of some-

thing I could not find, said to me: 'I hope you have not lost anything, sir?' I thanked him, and told him that it was my ticket that was missing, and that by a remarkable coincidence I had neither watch nor money with me. I seldom ever wear a watch, and probably the brother whom I had gone to help had seemed in need of any coin that I might have had in my possession before I started on my homeward journey. 'But,' I added, 'I am not at all troubled, for I have

tion until the train had nearly reached Liverpool Street Station, when the collector came for the tickets. As the official opened the door of our compartment, he touched his hat to my traveling companion, who simply said: 'All right, William!' whereupon the man again saluted and retired. After he had gone I said to the gentleman: 'It is very strange that the collector did not ask for my ticket.' 'No, Mr. Spurgeon, he replied, calling me by my name for the first



IN THE MUSKOKA LAKE COUNTRY. Courtesy — Grand Trunk Ry.

been on my Master's business, and I am quite sure all will be well. I have had so many interpositions of Divine Providence in small matters as well as great ones, that I feel as if, whatever happens to me, I am bound to fall on my feet, like the man on the Manx penny.' The gentleman seemed to be interested, and said that no doubt it would be all right; and we had a very pleasant, and, I hope, profitable, conversa-

time, 'it is only another illustration of what you told me about the providence of God watching over you even in little things. I am the general manager of this line, and it was no doubt Divinely arranged that I should happen to be your companion just when I could be of service to you. I knew you were all right, and it has been a great pleasure to meet you under such happy circumstances.'"



O. L. Rudisail,

Secretary and Treasurer of Atlanta Division No. 70, was born April 18, 1870, in Spartanburg, S. C. Learned telegraphy in 1889-90; was employed at various points by the Richmond and Danville Railroad Company, the Central of Georgia Railway Company and the Western Union Telegraph Company until October, 1892, when he entered the service of the Seaboard Air Line as agent and operator; remaining with that company



O. L. RUDISAIL.

until his resignation in October, 1898. He is at present pursuing the study of dentistry in the Dental Department of the Atlanta College of Physicians and Surgeons. He joined the Order of Railroad Telegraphers in 1892, and has served as Secretary and Treasurer of Atlanta Division No. 70 since February, 1897, and was elected as one of its Delegates to the May Convention.

W. H. Allison

General Chairman Canadian Pacific Railway System Division No. 7, was born at Marysville, Ont., January 23, 1849. Learned telegraphy when nineteen years of age, and accepted a position on the Grand Trunk Railway at Newcastle as night operator; acted as relieving operator and agent for two years and ten months, and as train dis-

patcher at Kingston, Ont., for two years; left the service in 1872 and purchased a farm, where he resided until the fall of 1879, when he was offered the position of chief train dispatcher under Mr. James Ross, on the Old Credit Valley Railway, with headquarters at Toronto, which position he has held for nearly twenty years, and now works first trick on all Canadian Pacific railroad lines between Toronto, Owen Sound, and Teeswater and Elora Branches.

For the past nine years Bro. Allison has been an ardent supporter of the Order of



W. H. ALLISON.

Railroad Telegraphers, and represented Beaver Division No. 164, at Denver, in 1894, and at St. Louis, in 1895, and Peoria, in 1897, and was elected General Chairman of Division No. 7, which represents the entire system of the Canadian Pacific Railroad.

When not otherwise engaged in attending to his duties as General Chairman his time is devoted to stamp collecting, he being the fortunate owner of one of the best collections in Canada. He is always on the lookout for rare specimens and likes to hear from his philatelic friends.

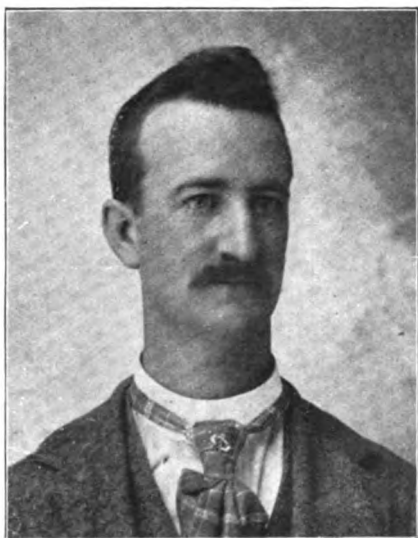
A. B. Harding

was born August 24, 1866, at Jerseyville, Illinois, where he went to school and eventually learned the art of telegraphy. His first work was for the Chicago and Alton Railway at his native place, he afterwards accepted a position with the Atchison,

Topeka and Santa Fe Railway at Hutchinson, Kansas, and has been with them from that time to this in many different capacities and places. In March, 1887, while working at Godfrey, Illinois, he found a copy of THE RAILROAD TELEGRAPHER on the platform which had been thrown off some passing train, and immediately wrote the Grand Secretary and Treasurer for particulars.

Again following the profession of teaching, and learning the art of telegraphy, he entered the service of the Pennsylvania Railroad in 1885, on the Philadelphia Division, and thence on the D. E. and K. Division, where he is still employed.

Bro. Frazier was an active member of old Philadelphia Division No. 100, and a charter member of Philadelphia Division

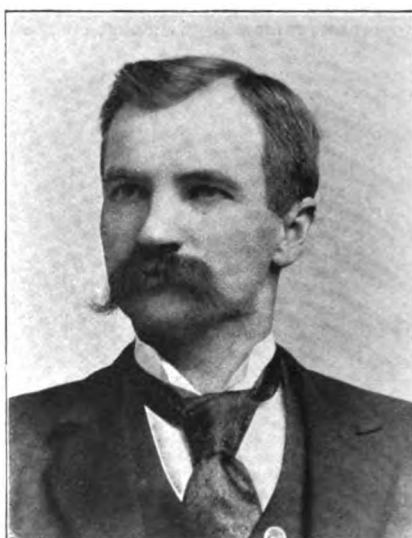


A. B. HARDING.

He was admitted March 28, 1887, and has never been without an up-to-date card since then. He helped organize C. J. Combs Division No. 45, at Newton, Kansas, in September, 1887, also Pratt Division No. 102, in October, 1888. He has been elected a member of the Santa Fe delegation to the Peoria Convention.

William C. Frazier,

Secretary and Treasurer of Philadelphia Division No. 4, was born in Centre County, Pennsylvania, and after receiving a common school education, he entered the Central State Normal School, at Lock Haven, Pa., in 1877, and at the end of a two years course, he became a teacher in the public schools in Pennsylvania. After following this profession for several years, he entered the Northern Indiana Normal School and business Institute, at Valparaiso, Indiana, from which he graduated in the fall of 1883.



WILLIAM C. FRAZIER.

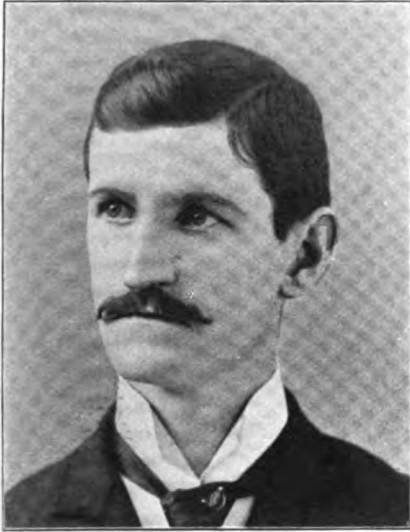
No. 4. He was elected Chief Telegrapher of Division No. 4, in November, 1896, to fill the unexpired term of Bro. G. W. Gill, (resigned). He was elected Secretary and Treasurer of Division No. 4, in March, 1897, re-elected in 1898, and again re-elected in 1899. He was elected a Delegate to represent Division No. 4, at the First Biennial Convention, held at Peoria, Illinois, in 1897, and elected as an Alternate to the Second Biennial Convention, to be held in Peoria, Illinois, in May.

F. A. Hemphill

was born in Rushsylvania, Ohio, January 13, 1870, and there received a common school education. A brother of his, who was conductor on the Chicago and Alton, and also an operator, taught him the art of telegraphy. He has worked on the St. Paul, Minneapolis and Manitoba, the Northern Pacific, the Atchison, Topeka and Santa Fe,

the Chicago and Great Western, the Chicago and Alton and the Southern Pacific Railways, also the Western Union Telegraph Company at Chicago. He is now located at Tracy, Calif., one of the most important points on that division of the Southern Pa-

He was Second Assistant Chief Telegrapher in Summit City Division No. 228, a number of terms, and is now General Correspondent of Erie System Division No. 42, of which he is an enthusiastic member. He is the author of those suggestive cartoons, which appeared



F. A. HEMPHILL.

cific Railway. He first joined the Order in 1887, and has been a member most of the time since. He has been elected Chairman of the Local Board of Adjustment of the Western Division; also Alternate Delegate to the Peoria Convention.

K. L. Russell

was born in November, 1872, in Champaign County, Ohio, of Christian parents; was raised on the farm; his father died in 1877, leaving him with two other brothers under the protecting care of a good mother. He learned telegraphy at Mingo, Champaign County, Ohio, in 1889; commenced work with the N. Y., P. & O., (now Erie R. R.) in December, 1889, and is still working for that road. Being a first class operator, he has worked at most of the heaviest offices on the Cincinnati Division, and for the past five years has been day operator at the Akron, Ohio, passenger depot. In 1894 he married Miss Lola Gilliland, of Galion, Ohio. Has been a member of the O. R. T. since 1890, excepting one year on account of sickness.



K. L. RUSSELL.

in THE TELEGRAPHER in the past two years, among which was the one, entitled: "There are always some hogs along the line," which made the "hogs" squirm. He is actively engaged spreading Gospel tracts and prohibition literature among the railroad boys and others. The walls of his office are plastered with the above literature. He always finds time to speak a word for trade unions. He is one of three elected to represent Erie System Division No. 42 at Peoria next May.

F. J. Reynolds

learned telegraphy while assistant agent on the Great Northern Railway, in the year 1884, and one year later went to Canada and entered the service of the Canadian Pacific Railway, where he has been ever since holding positions of trust and responsibility with satisfaction to all concerned. He is now train dispatcher at Medicine Hat, N. W. T. When Bro. Thurston's call to the railroad telegraphers was made in 1886 he cast his lot with the Order, and has been a consistent

and active member from that time to this. He was probably the first member of the Order between the Great Lakes and the Pacific Coast, on the C. P. Ry., and did good work in getting the boys together to work for their mutual interests. In that year he held a Deputy Grand Chief's commission, and retained it until long after the Chattanooga Convention. Bro. Reynolds



F. J. REYNOLDS.

has been the incumbent of many offices at the gift of the C. P. Ry. telegraphers, being chairman of the first schedule committee on the Western Division securing recognition in 1896, also of the revision committee in 1898. Was a Delegate to the Chattanooga Convention and has been elected a member of the delegation to the Peoria Convention.

Frank Sublett Werner

was born at Newport, Walker County, Texas, on July 28, 1864. He received a common school education and at an early age was thrown upon his own resources on account of the death of his father. He learned telegraphy at Riverside on the I. & G. N. Ry., under Mr. W. B. Johnson. Since becoming proficient at the business he has worked for the I. & G. N., H. & T. C., A. & N. W., H. E. & W. T. and the M. K. & T. Rys. in various positions of trust and responsibility. He was appointed agent at Lockhart, Texas, September 1, 1889, where he is at present located. Owing to close attention to busi-

ness and the intimate relations he enjoys with the patrons of the company, he controls a large share of the competitive business in and out of Lockhart.

Bro. Werner early evinced an interest in organized labor, joining the O. R. T. in 1890, proving his loyalty by sending in a large



FRANK SUBLETT WERNER.

contribution to aid the operators in gaining their first strike. He has been General Chairman of the M., K. & T. System Division since its inception, and has done everything in his power to better the condition of the telegraphers with little regard for his own comfort and convenience. He was Delegate to the Peoria Convention of 1897 and has again been elected to represent the M., K. & T. membership at the approaching Convention.

A. C. Eidson

was born near Harrisonville, Missouri, in the year 1870, and spent his boyhood days in that vicinity. Graduating from the High School there at the age of twenty-one he followed the profession of school teaching with flattering success for several terms, but becoming dissatisfied with existing conditions concluded to learn the art of telegraphy and secured the position of assistant agent for the K. C., O. & S. Ry. at Harrison-

ville. In due time he was appointed to an agency for that company, but eventually resigned to better his position. Since that time he has worked for the K. C., P. & G. Ry. in the train, telegraph and station service; always in positions of trust and responsibility. When the K. C., P. & G. telegraphers were organized into a System Division

Newark, Cal. In 1890 entered the service of the Southern Pacific Company, where he filled the position as agent at Alameda, East Oakland and Modesto. Is at present agent at West Berkeley, Cal. Bro. Dutton has always been a warm exponent of organized labor, having been connected with the O. R. T. on the Pacific coast ever since its



A. C. EIDSON.

ion, Bro. Eidson was elected their General Chairman and was largely instrumental in procuring for the telegraphers on that line a schedule that went a long way toward ameliorating the conditions of labor on that road. He was elected Alternate Delegate to the Peoria Convention by the members of the K. C., P. & G. System Division No. 5.

A. W. Dutton,

Past Chief of San Francisco Division No. 170, was born in Mansfield Ohio, in 1855, crossed the plains in 1860 in an emigrant wagon, after a six months' journey and many hair breadth escapes. Graduated at the High School in 1873; entered the employ of the *San Francisco Guide* as marine reporter. Learned telegraphy in 1874; became agent for the North Pacific Coast R. R. at several stations until 1885, when he was employed as agent for the South Pacific Coast Ry. at



A. W. DUTTON.

inception, and was elected Chief of San Francisco Division for three consecutive terms.

During his twenty-one years experience of railroading he was never discharged, consequently he has not undergone the unpleasant sensation of "walking the ties" in quest of employment.

W. R. Davidson

was born in Dade County, Missouri, on November 8, 1872, and learned telegraphy at Everton, Missouri, in 1887; has been with the Missouri Pacific since 1890, and at present is employed as day operator for the Missouri Pacific at Yates Center, Kansas, and has been there since December, 1890. He is a member of the A. O. U. W., O. R. T., A. F. & A. M., and K. of P. (being a Past Chancellor Commander of Oak Hill Lodge No. 71 at that place); served as a member of the General Protective Board, Mo. Pac., from 1892

until December 31, 1890; was a member of the Schedule Committee; was Secretary and Treasurer of the Missouri Pacific General Protective Board from May, 1896, until April, 1898; served as Secretary and Treasurer of Fort Scott Division No. 209, O. R. T.,

resist, and he commenced work for the Central of Georgia as night operator, but by close attention to his duties has been promoted to one of their best agencies at Davisboro, Ga. He joined the O. R. T. about nine years ago in Atlanta, but was

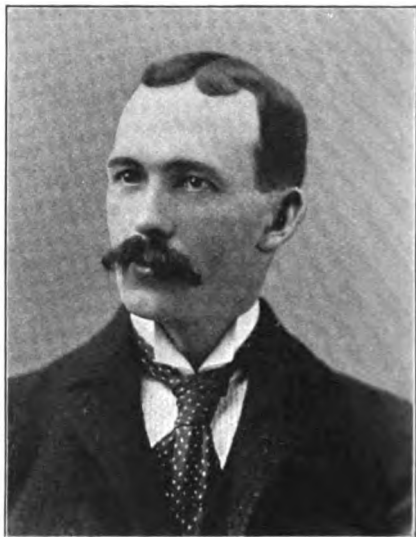


W. R. DAVIDSON.

for four years; was elected a Delegate to the Grand Conventions at Toronto in 1893; at Denver in 1894; at St. Louis in 1895, and at Peoria in 1896; only attended St. Louis in 1895. He is an Alternate to the next biennial session.

M. C. Smith

was born at Anderson, S. C., in 1867, where he obtained a modern education; learned telegraphy at the age of seventeen, and secured work at Stone Mountain for the Georgia Railroad where he worked a year as operator; resigned to accept a position with the W. U. Tel. Co., at Atlanta, Ga. Leaving there in the Spring of 1888, entered the service of the Panama Railroad in Central America, where he was agent at some of their most important stations, and conductor for four years. After some six or seven years on the Isthmus, he left the service of the Panama Railroad on account of bad health and returned to his farm in Anderson, S. C. But the old desire for railroad life and the key was too strong to



M. C. SMITH.

transferred to Macon City Division three years ago where he has taken a great interest in the Order. He was elected on the Board of Adjustment for the first division of the Central of Georgia in 1898; has been elected Delegate to represent Macon Division at our next Convention. He has made many converts for the Order, and "nons" are few that he fails with. He was married about two years ago at Anderson, S. C.

W. B. Drown,

General Chairman of the General Committee of the Boston and Maine Railroad System, was born in the town of Madison, N. H., on October 22d, 1864, where he received his early school education and spent his younger days. He is a graduate of the Fryeburg Academy, of Fryeburg, Maine, and of the Business College of Portland, Maine.

At the age of twenty-one he entered the employ of the American Express Company as driver and delivery clerk at North Conway, N. H., and one year later learned the art of telegraphy while working for the Port-

land and Ogdensburg Railroad at that place, and later was employed as baggage master and operator at that station.

He then removed to the Boston and Maine station, at North Conway, N. H., as operator and clerk, and later was appointed acting agent. He has since had charge of some of the most important stations on the Mountain Division of the Maine Central Railroad, and the Northern Division of the Boston and Maine Railroad, refusing the appointment as agent at one of the largest stations, on account of ill health. He came to the Concord Division of the Boston and Maine as agent at North Boscawen, N. H., on January 1, 1895, and in a short time was appointed postmaster at that place.



W. B. DROWN.

The Order of Railroad Telegraphers was brought to his attention in July, 1898, and, after several months of careful investigation and consideration of all the features of the Order—the Federation and Arbitration clauses making an everlasting impression—concluded that his place was in the ranks of the Order, and immediately took an active part. He was chosen Chairman of the Local Board of Adjustment, and when the System Division was organized in January, 1899, he was unanimously elected General Chairman.

Bro. Drown is one of the ablest and brain-

iest men in the Order on the Boston and Maine System, a man who is esteemed, not only by his associates in the Order and on the road, but by the officials themselves, his motto is "live and let live," and his policy "strive for good will and harmony."

Bro. Drown is also an Alternate Delegate from Concord Division, No. 43, to the Second Biennial Convention."

A. F. Tate

was born near Xenia, Illinois, in 1875. Learned telegraphy at Jeffersonville, Illinois, under the tuition of his brother, who is agent and operator at that place for the B. & O. S.-W. Ry. Entered the service of that company in the latter part of 1895. Joined the O. R. T. in 1896; remained in the service of the B. & O. S.-W. until March, 1898; accepted a position at headquarters of



A. F. TATE.

the O. R. T. in Peoria, Illinois, March 13, 1898, in charge of the Grand Division records, being transferred later to membership clerk in the Mutual Benefit Department of the O. R. T., which position he now holds. Is a member of North Vernon, Indiana, Division No. 9, and has been elected as Delegate to the Grand Convention.

H. C. Garrison

says that his troubles commenced twenty-seven years ago in the State of Georgia. He has been in the telegraph business for the past ten years, two years with the Georgia Pacific and eight with the Central of Georgia Ry., whose interests he is still promoting with a singleness of purpose that may some day be appreciated.

He joined Atlanta Division No. 70 in 1890 and was transferred to Macon Division No.



H. C. GARRISON.

114 a little over two years ago, and is proud of the fact that he served both divisions as Second and First Assistant Chief Telegrapher. Was elected Chief Telegrapher of Division No. 114 at the December meeting, also alternate to the Second Biennial Convention.

Sister Minnie H. Rodey

learned telegraphy in Sherbrooke, Quebec, in 1884, and afterwards worked two years for the Great Northwestern Telegraph Company, at Montreal. In 1889 she entered the service of the Boston and Maine Railway, at Newport, Vt., and has been with it ever since. Sister Rodey joined the Order in the

year 1890, and has always been an active member. She attended our Conventions at Chattanooga, Toronto, St. Louis, Denver,



MINNIE-H. RODEY.

and has now been elected as Delegate from St. Johnsbury Division No. 41 to the Peoria Convention.



ROBERT HAWK.

Delegate from Pittsburg, Pa., Div. No. 52.



ARTHUR A. HEBERT.

Alternate Delegate from Providence, R. I.,
Division No. 256.

**J. B. Miller**

was born August 8, 1866, at Newark, Delaware. After receiving a fair education there he left home to battle with the world at the age of fourteen, and obtained a position as



J. B. MILLER.

clerk in a store with Reynolds and Company, at Dover, Delaware. Afterwards by their recommendation and influence he obtained a position with Strawbridge and Clothier, at Philadelphia, but after one year's trial, the close confinement proving to much for him, he resigned and returned to his home to take up the study of telegraphy. Since then he has been in the employ of the Pennsylvania and the Baltimore and Ohio Railways, and is now agent and operator at Carrcroft, Delaware. He has been elected Alternate Delegate from Division No. 58 to the Peoria Convention.

C. M. Hurlbut

was born at East Smithfield, Pa., February 9, 1862, and learned telegraphy at Dushore, Pa., during 1880 and 1881. Since that time he has worked on the Lehigh Valley, the West Shore, the New York Central, the Atchison, Topeka and Santa Fe and the Denver and Rio Grande Railways. Since 1893 he has



C. M. HURLBUT.

been located at Denver, Col., with the latter company. He joined the Order in 1892, and has twice been elected to the position of Chief Telegrapher of Rocky Mountain Division No. 77, and is now Secretary and Treasurer of that division, and has also been elected Delegate to the next Convention.

W. A. Purkett

was born at St. Joe, Missouri, in the year 1870. He entered the service of the St. Joe and Grand Island Railway in 1885 and worked for that company and the Union Pacific until 1894, when he accepted a position as telegrapher in the trainmaster's office of the Atchison, Topeka and Santa Fe Rail-



W. A. PURKETT.

way, at Topeka, Kan., which position he still holds. Bro. Purkett represented attached members of the Grand Division at the first Biennial Convention at Peoria, in 1897, and has been elected Delegate to the second Biennial Convention to represent A. T. & S. F. Division No. 23, in May next.

T. C. Potter,

the subject of this sketch, was born near Turney, Clinton County, Missouri, March 8, 1867, and lived on a farm until January, 1889, when he began the study of the art telegraphic at Turney, under L. D. Pollock, agent at that place, and began work for the H. & St. J. R. R. in January, 1890, and has



T. C. POTTER.

been continuously in their employ as operator and agent at different places along their line; has been located at Stewartsville, Mo., as agent for the past four years; joined the O. R. T. in the Spring of 1892, entering Gypsy Division No. 72, of which he is still a member, and is Alternate Delegate from that division to the next Biennial Convention.

The kind of a man for you and me!
He faces the world unflinchingly,
And smites as long as the wrong exists,
With a knuckled faith and a force like fists;
He lives the life he is preaching of,
And loves where most is the need of love;
His voice is clear to the deaf man's ears,
And his faith sublime through the deaf man's tears;
The light shines out where the clouds are dim,
And the widow's prayer goes up for him;
The latch is clicked at the hovel's door,
And the sick man sees the sun once more,
And out o'er the barren fields he sees
Springing blossoms and waving trees,
Feeling as only the dying may,
That God's own servant has come that way,
Smoothing the path as it still winds on
Through the golden gate where his loved have gone.

The kind of a man for me and you!
However little of worth we do
He credits full, and abides in trust
That time will teach us how more is just.
He walks abroad and he meets all kinds
Of querulous and uneasy minds,
And, sympathizing, he shares the pain
Of the doubts that rack us, heart and brain;—
And, knowing this, as we grasp his hand,
We are surely coming to understand!
He looks on sin with pitying eyes—
E'en as the Lord, since Paradise—
Else, should we read, though our sins should glow
As scarlet, they shall be white as snow!
And feeling still, with a grief half glad,
That the bad are as good as the good are bad,
He strikes straight out for the right—and he
Is the kind of a man for you and me!

James Whitcomb Riley.

L. H. Joyner

was born at Cerro Gordo, N. C., July 24, 1873; learned telegraphy about 1890, and since that time has worked for the Atlantic Coast Line, the Plant System in Georgia, the Central of Georgia Railway and at present is employed in the general offices of the



L. H. JOYNER.

Atlanta and West Point Railway at Atlanta, Ga. Bro. Joyner joined the O. R. T. in the year 1892; was for a time Secretary and Treasurer of Macon Division, but had to relinquish that position on account of other work. He is now Second Assistant Chief of that division, and has been elected Delegate to the Peoria Convention.

G. J. Steurer,

Secretary and Treasurer of Marietta Division No. 12 for the past three terms, is thirty-two years of age; he has been day operator for the Baltimore and Ohio, and Baltimore and Ohio South Western Railways' joint office at Parkersburg, West Virginia for



G. J. STEURER.

many years. He is happily married and the proud father of three children. He was Delegate to the Peoria Convention of 1897, and has again been chosen to represent his division next May.

The Music She Plays.

HERE is what a Philistine has to say in a English weekly concerning "The Music She Plays." It is given for what it is worth:

"There are worse ways of choosing a wife than by the music she plays, and the way she plays it.

"If a girl manifest a predilection for Strauss, she is frivolous; for Beethoven, she is impractical; for Liszt, she is too ambitious; for Verdi, she is sentimental; for Offenbach, she is giddy; for Gounod, she is lackadaisi-

cal; for Gottschalk, she is superficial; for Mozart, she is prudish; for Flotow, she is commonplace; for Wagner, she is idiotic.

"The girl who hammers away at 'Maiden's Prayer,' 'Anvil Chorus,' and 'Silvery Wave' may be depended upon as a good cook and healthful; and if she includes 'Battle of Prague' and the 'White Cockade' in her repertory you ought to know that she has been religiously and strictly nurtured.

"But, last of all, pin thou thy faith upon the calico dress of the girl who can play, 'Home, Sweet Home.'"

W. L. Webster,

Secretary and Treasurer of Knoxville Division No. 10, was born in Dandridge, Tenn., June 24, 1873. He received his education at the Maury Academy in Dandridge. At eighteen years of age he learned telegraphy, and in 1891 he accepted a position as operator in Tate Spring, Tenn., hotel. After holding that position one year, he was

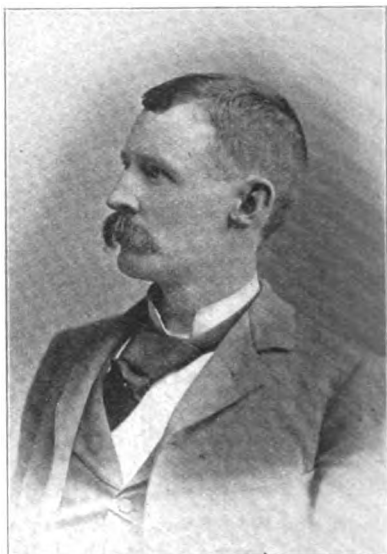


W. L. WEBSTER.

appointed night operator at Athens, Tenn., on the old E. T., V. & G. Ry., now a part of the Southern System. He has for the past five years held his present position as agent and operator for the Southern, at McMillan, Tenn. He joined the O. R. T. in 1892, was appointed as Secretary and Treasurer of Division No. 10, in October, 1898, and re-elected for 1899. He is a Delegate to the Second Biennial Convention, to be held in Peoria next May.

C. C. Pickard

was born at Charleston, Iowa, December 1, 1867 and learned telegraphy in 1881. Since that time he has been in the service of the Chicago, Burlington and Quincy; Council Bluffs and Kansas City; Kansas and Western, Hannibal and St. Joe; Wabash; St. L., I., M., & S., and the Union Pacific Railways. He has been with the latter road since 1892,



C. C. PICKARD.

and represents that company at Creston, Wyoming. For over ten years Bro. Pickard has been a hard worker for this organization, a fact that is fully recognized by his fellow workers on the Union Pacific. He has been elected a member of the Union Pacific delegation to the coming Peoria Convention.

Says the Columbus, Ga., *Ledger*: "It does seem strange that a body of men so intelligent as the commercial telegraphers of the United States of America would not throw off the yoke of slavery placed upon them by bloated telegraph companies and press associations and organize themselves into a strong union, and then stand

by it. Telegraphers fail to realize that they could, without the slightest fear, bring the commercial world almost to a standstill. As matters now stand operators are being imposed upon and salaries are gradually going down. If the men allow this to continue their salaries will soon be on a par with that of a common laborer."

The Multiplex Printing Telegraph.

THE multiplex telegraph apparatus invented by Prof. Henry A. Rowland, of Johns Hopkins University, Baltimore, Md., is causing considerable commotion in telegraph circles, also much comment in the reform press. The latter is solicitous that telegraphers shall fully understand that their business is about to be superseded by a simple and more efficient system, and that large numbers of them will be forced into the ranks of the unemployed on account of it. However this may be the telegraphers will not scotch the

of the system has not yet been divulged, but it may be stated that the system is operated by alternating current devices not very different in principle from ordinary commercial apparatus of this character. The machines at each station are in absolute synchronism. At each end of the line there is an alternator furnishing current for the synchronizing apparatus. Each alternating machine or dynamo has attached to its shaft a set of commutators, the number of segments of which correspond to the number of messages to be sent, and the current is delivered to brushes revolving around these commutators. Each machine receives



FIG. 1—KEYBOARD OF SENDING APPARATUS—ROWLAND MULTIPLEX PRINTING TELEGRAPH.

wheel of progress in order that they may continue to "OS" trains for a bare subsistence.

The proper adjustment of social and economic questions will be left for enlightened intelligence to settle, meantime telegraphers will do what is practical for their own betterment and that of society in general.

We are indebted to *The Railway and Engineering Review* for the following description of the apparatus, also the accompanying illustrations:

A complete description of the operation

half waves of the current, and by cutting out the other half of each wave the local relays are operated. There is one main relay which works ten local polarized relays. The currents from these relays are collected by the selecting commutators, which operate the sublocal relays. There is but one synchronizer for all the machines, which operates a continuous current motor used for driving the entire apparatus and keeping the same in synchronism. In case the apparatus should get out of synchronism there is a telephone indicator to warn the operator, who is enabled to bring the appar-

atus back to synchronism in a very brief time and with little difficulty.

The apparatus, as at present developed, was made at the Johns Hopkins University, as an experiment to determine whether the system is worth further development. The messages are sent from a keyboard similar to a typewriter, as shown in Fig 1. Each message can be sent at the rate of forty words per minute, although in some experiments the rate has been raised to sixty words per minute, for each message. Eight messages can be sent at one time, four each way.

for two years without failure, so that all claims as to its reliability are well founded. The apparatus has been worked through an artificial line equivalent in resistance and capacity to 1,500 miles of land line or sixty miles of cable. The total distributed capacity is twenty-three microfarads. In accordance with this demonstration it is believed that this system will signal a longer distance than any other.

The advantages of the system are claimed to be as follows:

1. The immense increase in the telegraph capacity of telegraph lines, which are thus

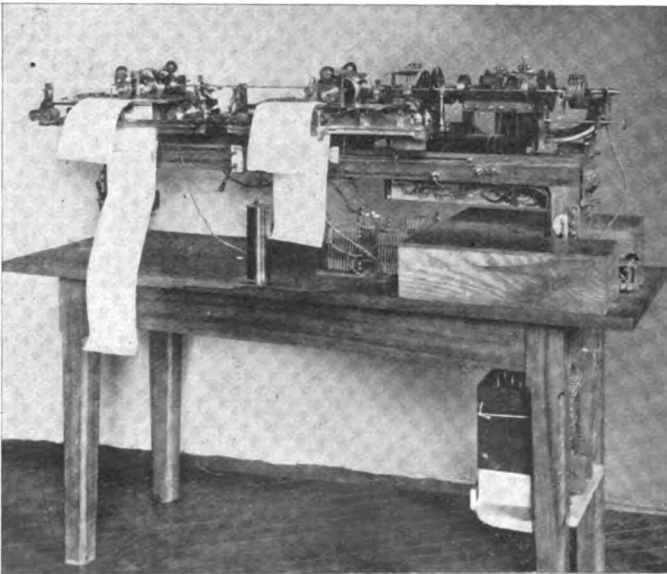


FIG. 2 — RECEIVING APPARATUS AND SYNCHRONIZER — ROWLAND MULTIPLEX PRINTING TELEGRAPH.

The receiving apparatus and synchronizer are shown in Fig. 2. The messages are printed either on tape or on a page of letter-head width arranged in a roll. At present the number of characters used is thirty-seven, which includes the ordinary alphabet and numerals. The printing is said to be clear and perfect and to excel average typewriting, but improvements already in sight are to be made, which will give practically perfect results in these respects.

It is stated that the synchronous device, which forms a very important feature of the apparatus, has been in service day after day

enabled to do from two to three times the business they can now accomplish between the main points by means of the quadruplex and four times that by the duplex.

2. The saving of half the men employed, as only a sender is needed, whereas both a sender and receiver are needed on the Morse system. Any typewriter can print slowly on the Rowland system in a few minutes, and can print thirty-five or forty words per minute in a week or a month, according to brightness.

3. It is well known that the Morse system soon develops a disease in the telegraph

raphers, known as "losing their grip," which is similar to writers' cramp. This diminishes their speed and often dishabilitates them entirely, so that it is often stated that the life of a telegrapher, when he can do his best work, is limited to ten years, and a man of fifty who retains his grip is a great rarity. The keyboard never develops this disease, and indeed, is often a cure for it.

4. The system is more accurate than the Morse, as in each message there is only one person to make an error, whereas in the Morse system there are two. In case of any words about which there is doubt, a bell or other means warns the sender to repeat the message.

5. The system works better in bad weather than the quadruplex, which is out of order often half the time. Furthermore, it works at a greater distance than any known system; the distance from Chicago to New York, without relaying, being much within its limit.

6. There is no other multiplex printing system sending from a keyboard, and receiving on a page in existence today. There is also no simpler page printer having such speed and such perfect controll over page and line as is here secured.

7. Such perfect synchronism, which never fails, has never before been obtained. It may be mentioned, that, in case a break in the line or other causes throw the machine out of synchronism, they may be put in again and ready for work often in thirty seconds, and seldom longer than one minute. Also, nobody can tap a wire and get stolen news by this system.

The present system is said to be only a part of that invented by Prof. Rowland. The whole system includes a method of relaying by which the whole country can be covered without trouble. It includes a system by which eight brokers in one city can each be in communication with one of eight brokers in another city over one wire between the cities in such a manner that communication is perfectly secret. He has also a quadruplex system working with an alternating dynamo at one end only.

On February 24th this apparatus was tested over the telegraph lines of the Pennsylvania Railroad between Jersey City and Philadelphia, a distance of about ninety

miles. Although the apparatus tested was experimental in character it nevertheless approximated closely to the proposed commercial form, and demonstrated the practical success of the system in all kinds of weather.

Value of a Comma.

A PRUSSIAN school inspector appeared at the office of the burgomaster of a little town to ask him to accompany him on a tour of inspection through the schools.

The burgomaster was out of sorts, and was heard to mutter to himself:

"What is this donkey here again for?"

The inspector said nothing but waited his time, and, with the unwilling burgomaster, set out on his tour.

At the first school he announced his wish to see how well punctuation was taught.

"Oh, never mind that," grumbled the burgomaster. "We don't care for commas and such trifles."

But the inspector sent a boy to the black-board and ordered him to write:

"The burgomaster of R. says, the inspector is a donkey."

"Then he ordered him to transpose the comma, placing it after the R., and to insert another one after inspector, and the boy wrote:

"The burgomaster of R., says the inspector, is a donkey."

It is probable that the refractory official gained a new idea of the value of "commas and such trifles."—*London Tit-Bits*.

A New Use for X-Rays.

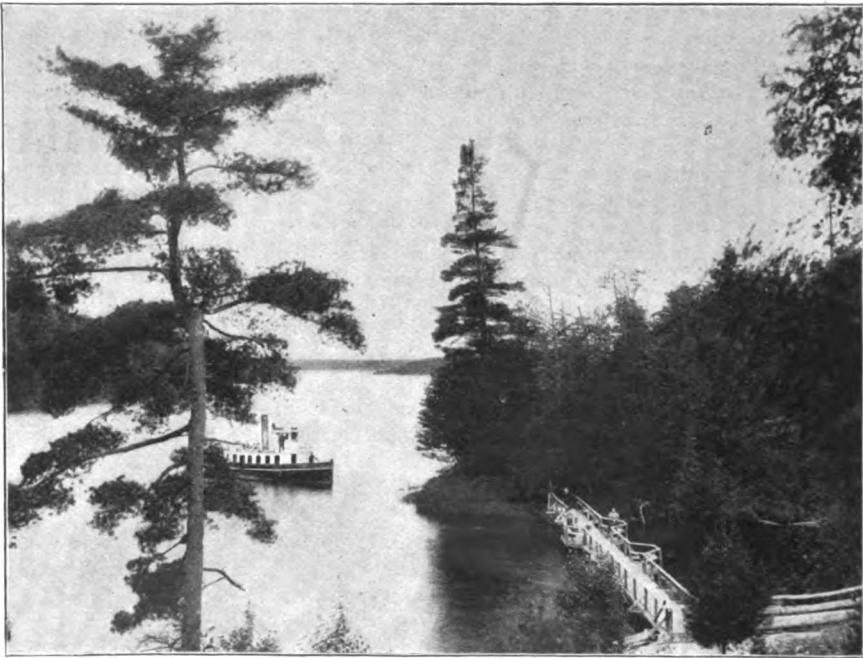
GEORGE IZAMBARD, who has been experimenting in Paris with the Roentgen rays, in the hope of adapting them to commercial use in the printing industry, announces that he has succeeded in producing a machine for the purpose. He reasoned that if the X-rays would penetrate oaken logs they ought to penetrate piles of paper; and that as photographs could be taken with X-rays, it ought to be possible to reproduce a picture or printing through every sheet of a pile of paper. The invention is so far matured that M. Izambard is able to expose a pile of paper be-

tween two Crookes tubes and print both sides of all the sheets in the pile at the same time. He can also place a series of piles of paper around a Crookes tube, making use of the X-rays by radiating them from a center. It was suggested many years ago that the printing of the future would be done by electricity, operating, not on single sheets, but on all the sheets of a pile at the same instant.

Various inventions have made some approach to a solution of the problem, but none of them has been successful in producing satisfactory printing. M. Izam-

be nearly impervious to the Roentgen rays, and that it shall be placed between the Crookes tube and the pile, where the rays may be directed to it.

The copy is preferably first printed or written in what is called radiographic, or X-ray, proof ink, composed of a material calculated to intercept the rays. A few seconds' exposure is sufficient to effect the printing through the entire pile of paper, but it is at first invisible and requires to be developed or fixed, after the method of a photographer. The piles of exposed sheets are trundled into a red-light room and sus-



NEAR "STANLEY HOUSE," LAKE JOSEPH. Courtesy—Grand Trunk Ry.

bard's first success was obtained by sensitizing the paper, on the side that was to be printed, with a gelatino-bromide emulsion, such as is commonly used in photography. A pile or block of paper thus prepared was placed in a position of exposure to the X-rays. On top of the paper was placed a copy of the thing to be printed. This copy being proof to the X-rays, in a trice the thing was done, and on developing the pile of paper the inventor found a copy clearly printed on each sheet. To print in this manner, it is necessary that the copy or original shall

pended in vats, where the developing and fixing liquids are applied. Rinsing and drying follow, and the latter may be hurried by mechanical and chemical means. It is apparent that the process is really a sort of wholesale method of photography with the X-rays, and is printing only in the photographic sense of the term.

The X-ray proof ink used is made in part of finely divided metallic or calcareous powder. Bronze, copper, white lead, or white zinc may be used. As a writing ink, white lead in a solution of gum has been found

most satisfactory. When the matter to be printed is first typewritten, the metallic powder is mixed with boiled linseed oil.—*Boston Transcript.*

Medical Gleanings.

IT IS probable that no archaeological literary discovery of the expiring century will in future be so celebrated as the rescue from the sands of the Egyptian Fayoum of more than 10,000 complete and fragmentary papyri by the explorers acting under the auspices of the "Græco-Roman Branch of the Egyptian Exploration Fund," a society which, at its commencement, owed much to the late Sir Erasmus Wilson. A selection from some 1,400 documents, the greater part of which are at Oxford, and the minority at the Ghizeh Museum, has been made by Messrs. Grenfell and Hunt, who have carefully edited about 150 of them and published them with a commentary in a volume, entitled "The Oxyrhynchus Papyri: Part I., with Eight Facsimile Plates." First in importance is the now famous portion of a "Logia" or collection of "Sayings of Our Lord." There are also pieces by Sappho, Thucydides, Plato and other classical writers. The first papyrus of medical interest is number thirty-nine, which is from the military archives of Oxyrhynchus, and is the certificate for the release from army service of one Tryphon because of defective eyesight. It reads thus: "Copy of release, dated and signed in the twelfth year of Tiberius Claudius Cæsar. Release from service was granted by G. Vergilius Capito, præfect of Upper and Lower Egypt, to Tryphon son of Dionysius, weaver, suffering from cataract and shortness of sight, of the metropolis of Oxyrhynchus. Examination was made at Alexandria." Another papyrus gives an account of a lawsuit relative to the identity and the custody of an infant who had been placed with a baby farmer. Papyrus number fifty-one is the report of a medical officer upon a case of suicide, and is dated A. D. 173. A similar document is to be found in the large collection of Greek papyri in the Berlin Museum. The present one is as follows: "To Claudianus, strategus, from Dionysius, son of Apollodorus, son of Dionysius of Oxyrhynchus, public physician. I was to-day instructed by you through Hera-

clides, your assistant, to inspect the body of a man who had been found hanged, named Hierax, and to report to you my opinion upon it. I, therefore, inspected the body in the presence of Heraclides at the house of Epagathus in the Broad Street quarter, and found it hanged by a noose, which fact I accordingly report."—*London Lancet.*

He Made a Discovery.

I HEAR a good deal about luck," said the oculist as he polished away at a pair of eyeglasses and smiled in a sorrowful way, "but I don't believe in it. The man who has luck is the man who don't make a fool of himself, as I did a year or two ago. If I'd had two grains of sense in my head on an occasion twenty months ago, I'd been enjoying a soft snap today.

"No, it wasn't a ground floor speculation," he continued after breathing on the glasses, and holding them up to the light. "I got a letter from the president of one of the biggest railroads in the country, asking me to call at his office. When I called I discovered that he wanted to pay me \$5,000 per year to test the employes of the road for color blindness. I closed with the offer as quick as I could get my breath, and a day was named for me to bring up my samples and show the old gent the *modus operandi* of the thing. I was on hand when the hour arrived. I had all the colors ever used about a railroad, and, after looking them over, the president sagaciously observed:

"This green doesn't seem to me to be quite as deep as our signals, but perhaps it will answer well enough."

"I turned to him, and I hope to drop dead in my tracks if he wasn't looking at the brightest kind of red—the danger signal, you know!"

"You mean this," I said, as I pointed to the deep green.

"No, sir; I mean this," he replied, as he put his finger on the red.

"Ah, me!" sighed the oculist, "but what a fool I made of myself! The president of that big railroad couldn't tell red from green, nor blue from white, and I was ass enough to give it away that he was color blind. It was only between us two, but he flew mad and called me an imposter and an idiot, and I was virtually kicked out of his office."

"You ought to have lied about it," was remarked.

"I ought to have kept my mouth shut and never said a word. It was nothing to me whether he could tell the color of his hat or not, but it was a heap to him to learn that he'd been married for thirty years and didn't know whether his wife had black hair or red."

A New Signal System.

THE Pittsburg, Bessemer and Lake Erie Railway has a large force of men at work erecting the wires and boxes for the Shriver block signaling system says the Pittsburg Post. After intro-

drop. The instant he does this a "buzzer" is set going in the office which continues making a racket until the arm is released, or until a small lever is thrown over which stops the noise, but at the same time notifies the general office, and cuts off his communication with the road offices and this condition of affairs is sure to tie up the line until matters are straightened out.

The men employed in the telegraph service are now placing boxes on the poles a quarter of a mile apart, and each box will be supplied with a call, which by pulling a lever will call up the chief dispatcher's office as well as every local telegraph office from one end of the line to the other.



FROM ROSE POINT, PARRY SOUND. Courtesy—Grand Trunk Ry.

ducing the steel car innovation, this new Pittsburg road has adopted a modern up-to-date signaling system, and it has many advantages.

In the first place the Shriver system, while using the ordinary semaphore indications, has two wires running into the telegraph offices. When the operator desires to give a train the clear track he pulls down the lever, allowing the semaphore arm to

This box will have a dial with figures and indications so arranged that the conductor or engineer can inform the different offices of the exact nature of the detention. If it is a disabled engine, a washout, a rear or front end collision, a derailment or a broken rail the intelligence can be transmitted without the least delay.

Another part of this unique and wonderful system enables the conductors and

brakemen in their cabooses to converse with the telegraph operators or dispatchers at any point while the train is running fifty miles an hour. This is accomplished by having a wooden slat placed along the side of one of the regular steel rails with a copper wire or strip attached which comes in contact with the flange of the wheel. An overhead wire like a trolley is strung along the road, and connection is made with this wire and the small trolley every 1,300 feet. This forms a continuous circuit, which enables the conductors to talk to any telegrapher, agent or official at any part of the road.

Taking all things into consideration this is one of the most wonderful, original and up-to-date signaling systems in the world, and it gives the famous Carnegie line another proud distinction in railway circles all over the world.

To License Operators.

IN THE Indiana Legislature a bill has been recently introduced to license telegraph operators. The bill creates the office of states telegraph examiner, who is supposed to issue the license and incidentally draw \$2,000 per annum for so doing. This sum is to be collected from the telegraph operators who apply for licenses, and all operators must have licenses. The fraternity of Indiana is a competent body of men, and the individual operators do not need an expensive diploma of a state examiner to certify to their ability to receive and to send messages. Of course the bill is said to be aimed at corporations which hire incompetent telegraph help. No Indiana corporation hire incompetent telegraph help. There are too many good operators looking for work in Indiana. But the laws can not discriminate, and the present members of the profession in that state would suffer great injustice if such a bill became law. In other words, the thousands of operators of Indiana would be compelled to support a new branch of the state government to prevent an occasional incompetent man obtaining a position as telegraph operator. Employers of telegraph help, do not need a law to inform them who is and who is not a good operator. They are them-

selves the best judges of this, and if a telegrapher had in his possession fifty licenses or diplomas of ability and character, we believe that the employer, for his own satisfaction and safety, would feel it still to be his duty to test the applicant as to his ability and fitness to hold office.—*Telegraph Age*.

An Interesting Strike in London.

A STRIKE in which employers and employes are acting in concert for their mutual protection is surely an unusual spectacle. Yet this is just what cab-owners and cab-drivers are engaged in over in London.

An offensive ruling by the police department, denying vacant cabs the right to stand in Piccadilly and Bond streets, and on the Strand, has united stable keepers and employes in making a determined stand against a regulation which they regard as a hardship and destructive to their business.

As a result seven thousand of the great city's ten thousand cabs are standing idly in the sheds, and the Londoner must needs grope his way through the fog on foot, or resort to the inadequate accommodations of the omnibus, until popular clamor forces the commissioners to rescind their order.

A combination of employer with employe — foreign though it may seem to the spirit of trades unionism of today — is in reality the prototype of all trade organization.

The ancient guilds were founded — not to protect the workman from the avarice of the employer, but to organize the producers — master, journeyman and apprentice — against unjust laws and rules by which the consumer sought to regulate their manner of doing business and the prices of their output.

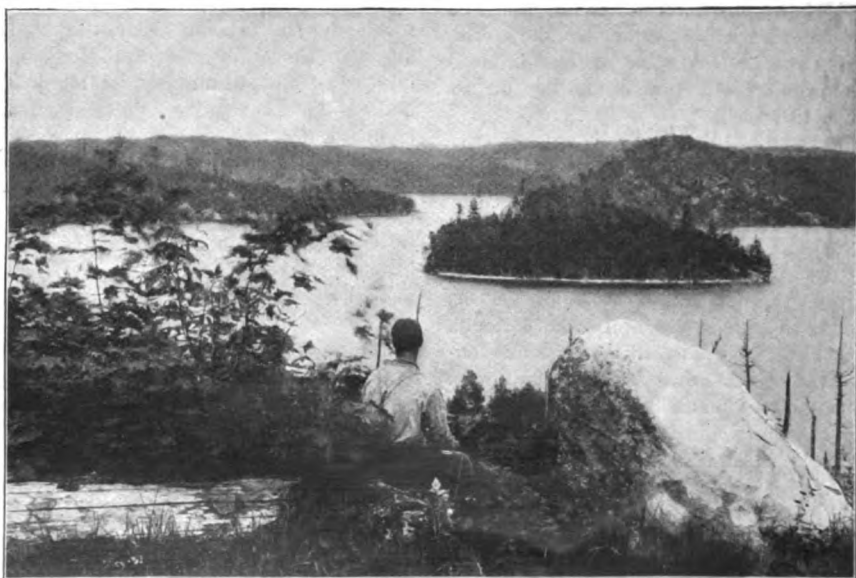
That was the happy age, when trusts were not yet born, and when the naive economist still believed that the prosperity of him who employs must always be shared by him who works.

We have gotten over that idea long ago, and the modern trades union has practically nothing in common with the guilds of old. It is therefore the more interesting to see the methods of a past day momentarily revived in a city where trades unionism has reached so high a degree of development.—*New York Evening Journal*.

Artificial Daylight.

SIMPLE Geissler tube experiments produce radiant energy in a limited quantity. The step forward is the use of vacuum tubes in which light may be produced in sufficient quantities to be commercially applied. The high pressures and high frequencies now in vogue have greatly modified the apparent risk and danger connected with the development of light by this method. It is reasonable to suppose that vacuum tube lighting will become as universal in the course of time as incandescent or arc lighting is at present. While this light

as the wave length is concerned, it is precisely the same which affords the maximum of clearness in the solar spectrum. The light of the Pyrophorus can be estimated. It would take from thirty-seven to thirty-eight of them, all luminous at once, to light up an apartment with the same intensity as a candle." An authority remarks as follows: "The quantity of heat generated by the photogenic organ is infinitesimal, and the most sensitive instruments fail to show any electrical phenomena whatever accompanying the production of light. In addition, it may be stated, that in contrast with artificial light, in which 98 per cent. of the energy is



RABBIT'S BAY, LAKE OF BAYS. Courtesy—Grand Trunk Ry.

may be called "artificial daylight," it is not more so than any of the other forms of light with which we are familiar. Nature has produced, and is producing, a form of radiant energy which may be called "physiological light," which possesses some curious properties. "A spectro photo-metric analysis of the light proceeding from the Pyrophorus, taking the wave lengths for abscissae and the intensities of the luminous rays for ordinates, shows that the area between the axis of the wave length and the curve is in the light from this insect, almost wholly occupied by green and yellow rays. As far

employed otherwise than in producing illuminating rays, 'physiological light' employs effectively 98 per cent. of energy, with only 2 per cent. loss."

The lack of similarity between methods of producing light, comparing nature and ourselves, is so striking that we are led to believe and hope for progress in more ideal systems of vacuum tube light lighting. Nicola Tesla, MacFarlane Moore and J. H. J. Haines have made considerable progress in this interesting field of work. As far as the first is concerned, the combinations effected with self induction and capacity are the means of

producing high frequency currents, which offer a possible solution to the vacuum tube problem. On the other hand, the breaking of a circuit automatically, the self induction of which creates a glow within a tube, represents the special field occupied by Moore. But the third system, employed by Haines, is one in which the ordinary alternating current is employed, and produces its light in vacuum tubes without the aid of any special contrivances that one would be led to expect. As far as the theory of vacuum tube lighting goes, it is presumed that high pressure and high frequency are essential if white light is to be produced. Consequently the efforts of experimenters have been directed towards the solution of this problem along these lines. It does not necessarily follow that because electric lighting is being done at present that a purely electrical means of illumination will be finally adopted.

Neither should we believe that because the Pyrophorus by some chemico-physiological process gives issue to light that of a certainty this plan is the only desirable one. Artificial daylight emanating from tubes or from a device exposed to the influence of an alternating electro-magnetic stress fulfills the theory of Maxwell that light itself is an electro-magnetic phenomenon. Therefore, an electro-magnetic means may be employed whereby waves of small length aroused in the ether will give the sensation of light.—*The Electrical Age*.

Japanese Home Life.

JAPANESE houses upset all our Western notions of taste, comfort, and arrangement. The outside walls of the houses are simply sliding wooden screens, called amado, arranged very much the same way as the large double doors between two rooms which are so fashionable in American houses. Inside the amado are the shoji, also sliding screens of latticed frames of very light split bamboo covered with thin white paper.

Generally the amado are closed all night or during heavy rainstorms during the day. They run back in grooves especially made for them and are entirely hidden from view. In summer the shoji, too, can be pushed aside and the whole house opened through and through. Occasionally in these modern

days a few panes of glass are set in the middle of the lattice. Sir Edwin Arnold's house in Tokyo had nearly all the shoji filled with glass instead of paper, and most foreigners occupying native houses find this almost a necessity, as Japanese houses are usually very dark.

The partitions between the rooms are like the shoji, except that very often the paper is covered with pictures. These partitions run in grooves, of which there are several, in various parts of the polished wooden ceiling, so that the size and shape of the rooms can be altered at will. Instead of handles little "thumb holes" of metal are set in the side, and often these are very prettily wrought as the petal of a flower or some other graceful conceit. As a rule, the houses are one story only, but when they have a second floor it seldom covers the whole area of the lower story, and the stairs are apt to be of a breakneck description.

The finest rooms of the Japanese houses are at the back, as is also the garden. The bathroom is one of the most important apartments, and variously arranged. Sometimes the floor slopes down toward one side of the room, where a large oval tub is sunk to the level of the floor. Between the edge of the latter and the top of the bath about an inch of space is left, so that any water spilled by the bather runs off the sloping polished floor into the space between. In private houses the bath is a movable, oblong tub about three feet long and two and one-half feet high.

But the strangest part of the arrangement is the charcoal stove for heating the water. Boilers and hot water faucets are undreamed of and impossible in these little wooden matchbox houses. In the end of a bath is a funnel shaped stove, like a small cannon standing on its breech, and in this a charcoal fire is built, which warms the water in a remarkably short time. The greatest inconvenience of these bathrooms is the lack of any means of heating the air of the room itself, which in winter is of course extremely cold.

The floors of the houses are covered with beautiful, fine woven mats, soft and thick, not at all like the coarse sort sold here as Japanese matting. These mats are always the same size—six by three—so rooms are spoken of as "eight mat or six mat rooms."

The only parts of the interior not matted are the passages and the kitchen, which have bright polished wooden floors. This kitchen is a strange and wonderful place, those apparently indispensable requirements, a chimney and a stove, being conspicuous by their absence. The cooking is done over a little square charcoal furnace, resembling a large dry goods box in size and shape, but at one end is a copper lined fire hole.

This fireplace is filled with ashes, and when any cooking is to be undertaken a bed of red hot charcoal is prepared on top of them. With this arrangement there is far less smoke than might be expected, but frequently much more than is desirable.

stands or wardrobes. His dining-room furniture consists of only a few little lacquer tables, or rather stands, and several square cushions for seats. The furnishing of the reception room, or parlor, as we would say, is equally simple, and comprises a panel picture, kakemono on silk or paper, and two vases containing a few flowers, or, more frequently, a flowering branch. These are placed on a sort of raised shelf running down one side of the room, and, save for the mats on the floor, these are the only ornaments or furniture in the room.

Wealthy people, who have many handsome and costly curios, keep them in a fireproof warehouse called a "godown." They never set out more than two or three pieces at a time,



RESULT OF A WEEK'S HUNT IN THE MUSKOKA LAKES DISTRICT - SEASON 1898.

Courtesy - Grand Trunk Ry.

When a visitor arrives at the house, he does not ring or knock, for there is nothing to ring or knock there, but in order to make the inmates aware that someone desires admission, he approaches the entrance, claps his hands together and calls, "Gomen-nasai" (I beg your pardon), or, if the visitor is an intimate friend, he may simply say, "Moshi, moshi" (I say, I say).

The amount of furniture required in these houses is trifling, and the outlay is a very slight expense to the Japanese husband-elect. He requires no beds, chairs, wash-

and to the Japanese our drawing rooms resemble curio shops rather than guest rooms. The only method of heating these houses is by charcoal braziers or hibachi, which are about as good for the purpose as a candle flame is for warming one's hands.

Japanese houses are comfortable in summer and unendurably cold and drafty in the winter. But there are three good points about them. They are exquisitely neat, daintily artistic, and healthful, and that is more than can be said of many of our western homes.—*San Antonio Express*.

Woman's World

From Toledo.

HAVING read in THE TELEGRAPHER of the death of Mrs. Della Kelsey Campbell, I feel constrained to write a few words of sympathy to the bereaved relatives and friends of our deceased sister.

My husband is a train dispatcher, and I am, therefore, familiar with the anticipations, disappointments, advantages and disadvantages of railroad life, and take a lively interest in all matters appertaining to the telegraphers especially. For many years past I have noted with pleasure the true progress and advancement made in a social and intellectual way by the rank and file of this army that is perfecting the best railroad system in the world by their daily toil.

Generally considered, railroad men are worthy citizens, keen in perception, just in judgment, benevolent, sympathetic, and are, as a rule, devoted husbands. The tributes paid to the memory of Mrs. Campbell give ample evidence of the ability of the wives of these men.

When my husband brought in the book containing the notice of her death and her beautiful poem with that invisible but ever present vein of sympathy running through it all, the call awakened in my heart a desire to say that I, too, shall miss what I have never known. That is, the mystery of soul telegraphy.

To all her wonderings the key was given; it was the fundamental law of love. It is that "God force" of love life, ever present and all powerful that makes the humblest abode a paradise. That filled her life with such peace, all things to her became beautiful. The air she breathed permeated with fragrance, impregnated her being with God, for He is good, and "God is love."

One consoling thought comes to me regarding this departed stranger: Nothing is lost, but somewhere is waiting to be reproduced. So with her remain the love and

aims of her soul's aspirations. The love of fidelity, the high conceptions of a cultured, refined womanhood. There is no death, and knowing the unrestricted, unlimited immortality of soul beyond the brief limit of life and earthly limitations, know this dear stranger's intellect, and love shall vein all time, while she works and waits for the reuniting of soul with soul, just over the divide, Heaven's sweet "Borderland" between, where night yields to an eternal day.

MRS. D. H. LAVENBERG.

A Question of Morality.

WAGE earning work for women is sometimes opposed on the ground that women who can support themselves do not marry, and that marriage being the ideal state for men and women, whatever lessens it is bad for the human race in general and woman in particular.

There is a deep and strong sentiment among women who marry to secure support. Such women hold that it is better for a woman to live upon a pittance and earn it herself, and so live honestly, rather than marry to live in luxury upon the money earned by some man. They believe that no marriage at all is far better for a woman than marriage from such low motives. They cherish the God-given thought that unless a woman can both love and honor a man, she commits a moral crime if she marries him, and that such wrongs bring a sure and sore punishment.

Good women long held this to be true—in the abstract. It was not always lived up to. Women have been overweighted by their weakness, their ignorance, and the weight of traditions which kept them in their place. To break these bonds was slow and difficult work. Today many of them are practising the doctrines they have long secretly cherished. And when the noisy agitation of "woman's emancipation" and her "freedom from her domestic slavery" has died

away, there will still remain those strong souls who have resolutely refused marriage which does not accord with their ideal, and who hold in scorn the creed that for a woman any marriage is better than none at all.

A feeling so true and so profound must grow, and it is growing with the strength of the women who hold it. It will by-and-by develop into a tremendous force, which will make itself both seen and heard. It cannot be condemned as untrue, as impracticable, or as dangerous to the best future interests of the human race. It is the power which keeps firm the woman's position today. And it remains to be seen what the moralists and the statisticians and the objectors are going to do about it.—*Harper's Bazar*.

From Virginia.

Editor Telegrapher:

WILL YOU allow me a little space to say a few words to the wives of the telegraph operators? When the O. R. T. organizer came through our town some time ago, nearly all of the operators spoke of joining the Order, among them my husband. I knew nothing of the O. R. T., except that there were secrets that the members could not reveal even to their wives. That seemed a serious objection to me, for, in our five years of married life, there had never been a secret between us. I begged him not to join, but could offer no reasonable excuse. I only felt that in some way it would come between us and divide our interests. He would not promise me, and went to the meeting. When he returned he told me he had joined. Of course I was hurt, but he explained to me the best he could the work and purposes of the Order. I was only half convinced, however, but in a few days a copy of THE RAILROAD TELEGRAPHER came. I read every article thoughtfully, and decided it was the very best thing for the telegraphers to do.

How glad I was then that my husband had not listened to my foolish entreaties, but had shown his wisdom in doing what he knew was best. Of course no sensible man allows his wife to "boss," but when all is right, she has a great deal of influence, and he consults her in everything.

Now, sisters, let me advise you to know what you are doing before you endeavor to influence your husband in this matter. Learn all you can about the Order before

you try to prevent his joining, or in the end you surely will regret it.

I was selfish enough to ask my husband to wait until they were thoroughly organized before he joined. Of course that would not do, for if everyone waited, how could they organize at all? I hope that my experience will be a help to some other sister, and let me entreat you to investigate fully before trying to prevent your husband from joining the organization of his class and thereby obtaining a great and lasting benefit for himself and others. It is needless to add that I am now a very earnest

WORKER FOR THE O. R. T.

A Conception of Home.

A GAIN, home is a refuge. Life is the United States army on the national road to Mexico; a long march, with ever and anon a skirmish and a battle. At eventide, we pitch our tent and stack the arms; we hang up the war cap, and, our head on the knapsack, we sleep until the morning bugle calls us to march to the action.

How pleasant it is to rehearse the victories and the surprises and the attacks of the day, seated by the still camp fire of the home circle! Yea, life is a stormy sea. With shivered masts and torn sails, and hulk a leak, we put in at the harbor of home. Blessed harbor! There we go for repairs in the dry dock.

The candle in the window is to the toiling man the lighthouse guiding him into port. Children go forth to meet their fathers as pilots at the Narrows take the hand of ships. The door-sill of the home is the wharf where heavy life is unladen.

There is the place where we may talk of what we have done without being charged with self-adulation. There is the place where we may lounge without being thought ungraceful. There is the place where we may express affection without being thought silly. There is the place where we may forget our annoyances and exasperations and troubles.

Forlorn earth-pilgrim, no home? Then die. That is better. The grave is brighter and grander and more glorious than this world with no tent from marching, with no harbor from the storm, with no place of rest from the scenes of greed and gouge and loss and gain. God pity the man or woman who has no home!—*Dr. Talmage*.

Poetical

THE TENDRIL'S FAITH.

Under the snow in the dark and the cold
A pale little tendril was humming;
Sweetly it sang 'neath the frozen mold
Of the beautiful days that were coming.

"How foolish your song," said a lump of clay;
"What is there, I ask to prove them?
Just look at these walls between you and the day—
How can you have power to remove them?"

But under the ice and under the snow
The pale little sprout kept singing,
"I cannot tell how, but I know, I know—
I know what the days are bringing;

"Birds and blossoms and buzzing bees,
Blue, blue skies above me;
Bloom on the meadow, and buds on the trees,
And the great, glad sun to love me."

Then a pebble spoke up: "You are quite absurd,"
It said, "with your song's insistence;
For I never saw a tree or a bird,
So of course there are none in existence."

"But I know, I know" the tendril cried
In beautiful, sweet unreason,
Till lo, from its prison glorified
It burst in the glad spring season!

—*Ella Wheeler Wilcox.*

LET ME BEGIN ANEW.

Lord God, Thou lettest the green things start
A new life every year;
Out of their sunken selves they rise,
Erect and sweet and clear;
Behold the lily's pure, white leaves
Unfolding by each mere!
Again, the sap mounts in the fir
Thro' every swelling vein;
Again the clover stirs and thrills,
Responsive to the rain;
Again the tender grass makes green
The lone breast of the plain.
Hear the new, the golden flood of song
The lark pours to the blue;
Behold the strong, undaunted shoot
Pushing its brave front through
The fallen tree. * * * Lord God, Lord God,
Let me begin anew.

Out of my own self let me rise,
For God, if it can be
A new and noble growth may spring
From yon decaying tree—
Surely a strong, pure life may mount
Out of this life of me.

—*Ella Higginson.*

THE SWEET SEASON.

We're gittin' to the season when a feller'll set an
nod
On the green banks of a river like a Georgia fishin'
rod!

When the wind'll blow the blossoms 'roun' the blue
belt o' the skies,
An' the fish that bobs the cork down makes him
wake an' rub his eyes!

Merry time an' berry time—
Pass the word along;
April rains
On hills an' plains—
Sunshine an' song!

We're gittin' to the season when the rustlin' vines'll
part

An' show a shady pathway to the watermelon's
heart,

An' 'crost the shiny cotton fiel's you'll hear the
drowsy song:

'Long time till sundown. Gee, haw! Git erlong!"

Merry time an' berry time—
Pass the word along;
Summer rains
On hills an' plains—
Sunshine an' song!

—*F. L. Stanton in Atlanta Constitution.*

O, LAY THY HAND IN MINE, DEAR!

O, lay thy hand in mine dear!
We're growing old;
But Time hath brought no sign, dear,
That hearts grow cold.
'Tis long, long since our new love
Made life divine;
But age enricheth true love.
Like noble wine.

And lay thy cheek to mine, dear,
And take thy rest;
Mine arms around thee twine, dear,
And make thy nest.
A many cares are pressing
On this dear head;
But Sorrow's hands in blessing
Are surely laid.

O, lean thy life on mine, dear!
'Twill shelter thee.
Thou wert a winsome vine, dear,
On my young tree;
And so, till boughs are leafless,
And songbirds flown,
We'll twine, then lay us, griefless,
Together down.

—*Gerald Massey.*

OUR COUNTRY.

Our thought of thee is glad with hope,
Dear country of our love and prayer;
Thy way is down no fatal slope,
But up to freer sun and air.

Tried as by furnace fires, and yet
By God's grace only stronger made;
In future tasks before thee set
Thou shalt not lack the old-time aid.

The father sleeps, but men remain
As true and wise and brave as they;
Why count the loss without the gain?
The best is that we have today.

Thy lesson all the world shall learn,
The nations at thy feet shall sit;
Earth's farthest mountain tops shall burn
With watch-fires from thine own uplift.

Great, without seeking to be great
By fraud or conquest—rich in gold,
But richer in the large estate
Of virtue which thy children hold.

With peace that comes of purity,
And strength to simple justice due,
So runs our royal dream of thee.
God of our fathers! make it true.

O land of lands! to thee we give
Our love, our trust, our service, free;
For thee thy sons shall noble live,
And at thy need shall die for thee.

—John G. Whittier.

QUESTIONS OF THE SEASON.

Let me question you, my brother, wherever you
may be.

In cottage home or mansion, in feast or revelry;
As you celebrate this birthday of earth's Divinest
man.

Let me question you my brother, and answer if you
can.

The nations we call "Christians," the foremost of
the earth,

Will sing of "peace, good will" today in honor of
the birth

Of Him who taught the less of love for one another.
Why are they all armed to the teeth to rob and kill
each other?

For nearly nineteen centuries Christ's Gospel has
been taught.

And all the tribes of Christendom accept the truth
He brought;

If His Gospel was but practiced, the wars on earth
would cease,

Why don't the nation live it, and the world may be
at peace?

If all the Christian churches lived the faith that
they possess,

If all the love that Christ commanded had subdued
their selfishness,

If the countless hosts of Christians loved and served
the good alone,

Would the truth stay "on the scaffold" and the
wrong stay "on the throne?"

Would dissension, strife and envy subdivide the
Christian fold?

Would the pride of worldly honor barter Christian-
likeness for gold?

Would humanity be shackled in the helpless state it
stands—

If the Christian churches through all the ages had
fulfilled their Lord's commands?

If those who pray "Thy will be done on earth as
'tis in Heaven,"

Would only honor and obey the will which God has
given;

If those who pray "Thy Kingdom come" would
help fulfill their prayer—

Would Satan find dominion for His Kingdom of
despair?

Would there be unjust judgments, would there be
courts at all?

Would there be crime and poverty on this terres-
trial ball?

Would atheism long remain the folly of this fool
If all who take the name of Christ would live his
"golden rule?"

If what men wanted done to them, they'd always
done to others

If all men in the universe were recognized as
brothers,

If men refused to make their hearts the nursery of
vice,

Would we need to leave the earth to find a better
paradise?

Would Heaven seem so far away and Hell so near
at hand,

Would wretchedness a spectre grim stalk through
this Christian land,

Would labor, plundered, writhe beneath oppres-
sion's iron paw,

If Christ's great Sermon on the Mount became the
nation's law?

If Christians placed God's Kingdom first in every
thing they sought,

If men refused to make their minds the home of
evil thought,

If they refused to be the tools of any evil scheme—
How long would the millenium stay a speculative
theme?

How long before this feverish rush for gold and
wealth would cease;

How long would hate and avarice despoil the earth
of peace;

How long would hearts' despairing wails rise to
God's throne above—

If Christians lived and prayed and worked as if
their God was "love."

Almost two thousand Christmas days have come
and gone, my brother,

And Christ's Divinest law was love, for God and for
each other.

Why is this sick and suffering world still unre-
deemed from woe?

I ask you in the name of Christ, and answer if you
know.

—Robt. A. F. Ingram, for the Railroad Telegrapher.

FACE TI OUS

Conundrums.

Excited Old Lady — Can I catch the five o'clock express?

Funny Railway Official — I'm afraid you can't run fast enough, mum, for it started ten minutes ago.

Stern Justice.

"What do you suppose they will do with that tramp that killed the telegraph operator at Turnip Siding?"

"Hang him, sure. His act delayed freight movements for three hours."—*Indianapolis Journal*.

Reward of Merit.

Aged Bookkeeper (striking for higher salary) — I have grown old in your service, sir.

Employer — So you have, so you have. I must get a younger man in your place.—*New York Journal*.

A Long Line.

She — Mr. Bluevaine says his ancestral line goes back to the conquest.

He — Well, before going back it used to go round his grandmother's premises so that she could hang clothes on it when she took in washing.—*Town Topics*.

Spreading Misery.

Mr. Addlepate — Where ignorance is bliss, you know, 'tis folly to be wise.

Miss Willikins — Yes, I know. Still it may interest you to know that your hat is all jammed in at the top.

Then he felt mean for half an hour.

A Good Notion.

Hardup (to Good-natured Friend) — Well, old man, I've called upon you to ask you to allow me to be your banker for a time.

Good-natured Friend — Be my banker! Eh, what? What do you mean?

Hardup — Why, dear boy, your banker keeps your money for you, doesn't he? And if you let me have a fiver I'll promise to keep it as long as you like.—*Ally Sloper*.

Well fixed for Traveling.

A small boy living in Park Ridge recently called on a young lady neighbor who was fond of entertaining him. She immediately produced a gorgeous picture book and sat down beside the boy to explain the pictures. Turning to a bright-brown elephant with an exaggerated trunk, the boy was all attention.

"What's this?" he asked, with his pink little finger on the pictured proboscis.

"That is the elephant's trunk."

"Ump!" said the child, doubtfully, and he soon left for home with a thoughtful look in his big, baby eyes. Calling again the next day, he immediately asked to see "that elephant." The book was produced and again the child sat thoughtfully looking at the picture. Finally he exclaimed with a brightening look:

"Well, if that's his trunk, I guess this little one at the other end must be his valise."—*Baltimore Sun*.

Sold Tickets on Him.

It is good to be a celebrity, and it is sometimes profitable merely to recognize one. While Chauncey M. Depew was at the Omaha exposition, says the *New York Times*, he and President Callaway, of the New York Central chanced to go into a booth on the Midway Plaisance.

It was a tame entertainment, and there was only a meager attendance when Mr. Depew and Mr. Callaway entered. Their stay would have been very brief except for the fact that they had scarcely taken their seats before there began a steady inpouring of people, which continued until the small auditorium was crowded.

Taking this extraordinary increase of spectators as an indication that something of an interesting nature was about to be disclosed, the New Yorkers concluded to sit it out. Half an hour's waiting failed to reward their patient expectancy, however, and Mr. Callaway suggested that they move on.

Just then ex-Secretary of Agriculture J. Sterling Morton pushed his way through

the crowd, and extending his hand to Mr. Depew, exclaimed:

"Well, Mr. Depew, so you are really here! I thought that 'barker' was lying."

"What do you mean?" inquired Mr. Depew.

"Why, the 'barker' for this show is standing outside and inviting the crowd to 'step up lively' and pay ten cents for the privilege of seeing the 'great and only Chauncey M. Depew.'"

Speedily Spent.

Two young attorneys were talking in the postoffice corridor the other day, says the *Galveston News*, and one of them said:

"Jack, I've sworn off smoking. Sort of a New Year resolution, you know. I suppose you have taken some sort of a pledge, haven't you?"

"No," replied his friend. "Not one. I tried it last year and it failed."

"How was that?"

"Well, I have always been a sort of spend-thrift, as you know. So last New Year's day I said to myself: 'Jack, everyone else is making some sort of a resolution, why not make one yourself?' So I resolved to save up a little money for a rainy day. That afternoon I placed a ten-dollar note carefully away, and—the next day it rained."

Nothing to Him.

Watts—I want to say that magician was simply wonderful. Fancy pulling a rabbit out of a thimble, will you.

Lushforth—Once I got a snake eighteen feet long, with a lighted gas jet in his mouth, out of a quart bottle.—*Indianapolis Journal*.

When Tommy Looked On.

Tommy Williams' chief characteristic was such a one as often clings to grown humans.

It was his forwardness. Though Tommy was but five years of age he insisted, in all the childish games played, upon being the whole show or nothing.

And it grieved Mrs. Williams deeply. She wished Tommy to be such a little boy as is catalogued under the class heading "nice," and she knew that to be such a little boy Tommy would have to discard his well-grounded idea that he could not be happy or

contented without being, at every moment of the day, square in the focus.

One noon, last week, Mrs. Williams called Tommy to her side to lay before him her ideas upon the subject. "Now, Tommy," she said, "hereafter when you are at play with the other children in the block, don't put yourself so much in evidence. When it is spinning tops, don't insist upon spinning yours all the time. Give the other little boys a chance. And when it is hop scotch, remember that Clarence and Hubert and Reginald like to hop just as well as you do. Now remember this, Tommy, and then when you grow up every one will respect you for your modesty, just as they do papa. Will you remember, Tommy?"

Tommy looked up and answered in the affirmative, as he tried to drive the toes of his right foot through the cap of his shoe.

Tommy did remember—just as long as he could.

Later in the afternoon Mrs. Williams took her sewing to the window overlooking the court, and sat down. The yells of the children below attracted her attention and she peered through the glass at them. There were two little girls among them. These and three little boys were in unconventional positions, and seemed to be posing as though for a picture. It was a moment before Mrs. Williams made out the tiny form of Tommy. He was standing away to one side. His shoulders were thrown back and his arms were folded across his chest. Apparently he was watching the other children with a well assumed air of dignity.

That evening at dinner Mrs. Williams said to him: "Tommy, what were the children playing this afternoon?"

"Adam an' Eve in th' gardin of Eden," was the little fellow's reply.

"And why didn't you play, Tommy?" went on the mother. "When I saw you, you were standing on one side just looking on. Why weren't you playing?"

"Why, Mamma, I wuth," answered the little fellow as though surprised.

"Oh, were you," went on his mother, "and what were you?"

"I wuth God."

Since which time Mrs. Williams has given up all attempts to curb "the whole show inclinations" of her offspring.—*Cleveland Plain Dealer*.

Our Correspondents

The Why of Criminal Classes.

JOSÉ GROS.

IT HAS been said that in the council of many there is wisdom. It can also be said that in the council of many there is folly, and piles of it. What are modern nations, but councils of many, and a great many?

Under a despotic social status, a nation is a council of the few; under our republic, we are a council of 75,000,000 souls, over 15,000,000 male adults, and 15,000,000 female ones, most of them highly educated in public schools, when not in elegant colleges, and universities. Almost every one of us saturates his brains, day by day with the wisdom of our big daily papers to which we may occasionally add that of lots of other papers, weekly or monthly. And each Sunday a great many of us incorporate into our brains the holiness of 150,000 priests or ministers from so many pulpits. And our children, millions of them, receive each Sunday afternoon good doses of religious education from 1,000,000 Sunday school teachers. Not less than 2,000,000 civil and religious educators, millions upon millions of papers, pamphlets, and books printed every year and scattered broadcast over the land, friendly letters by the billion every month, in which we all try to convey to each other our best thoughts, and—have we solved many problems? A better question could be asked, viz.: Is there any nation today, was there ever any nation, which had more unsolved problems in her hands than we have today?

Take what we call the criminal classes, We all speak of them with horror and contempt. We have the jail, the state prison and the scaffold for them. The worst heathen nations did not have anything inferior to that supreme medicine of ours for dealing with the classes in question. We don't even exactly know what becomes

of the criminals when released. We think that some may become decent men. We suspect that many die, soon after their release, from the unsanitary results of prison life on constitutions more or less undermined already by the previous conditions which made them criminals. Another large portion, it is asserted by those who have studied the subject, form the nucleus of our permanent army of tramps.

There are very good reasons in support of the last assertion. It has always been extremely difficult for a poor man after a prison term to find any decent permanent position. We all know how prison life deteriorates character, in nine cases out of ten at least. We all know how even men with first-class records are often subjected to long periods of idleness, when their good service or skill is not wanted by anybody in our days of glorious progress. But, we have just made a mistake. The last item is not known and is even denied by many of our fine people with piles of property. Yet their testimony is worthless, because they live in a world of their own make; in a fanciful world of their own. They don't need to live in the world that our Cain-like civilization makes for the many.

It may yet be worse than that. They don't want to acknowledge that their grand civilization contains anything especially wrong. Their sympathies for humanity are so dull, their perceptions of social righteousness are so twisted and vitiated by their own self-indulgence, their family, caste, party or creed, pride: that they, those friends of ours, try to think, talk and act as the French nobility did before the French revolution, as all aristocracies and plutocracies have done in their periods of power, and just when they were unconsciously manufacturing their own ruin or that of their children, later on.

Imagine men whose only recommendation

can be—the presentation of a discharge from prison, and this at a historical period when we produce all that can be sold with but a portion of our choice workers at work on any given time, while keeping the rest promenading around for their health, with mighty little food for the time being. It takes our wonderful civilization to bring about such diabolical combinations. What chances can a man discharged from prison have for any decent permanent position in life today, even at wages which barely support animal existence? And man is created to be a little more than a mere animal, or a wheel with which to produce some wealth for others to grasp and enjoy.

We know of old, primitive, isolated, small social compacts in which crime was practically unknown. Even today it is relatively unknown here and there in agricultural localities, such as have not yet been upset by the modern astoundingly criminal industrial conditions about which we brag without ceasing. Crime rises in proportion as monopoly increases the injustice of all wealth distribution, and so where the most repulsive extremes are seen, such as the wretched tenements and the gorgeous palaces, tramps and multi-millionaires, women and children taking the places of men in almost all forms of labor, no matter how unnatural the whole process, and combinations of capital which can fix the prices and wages for millions of people, regardless of all laws in the order of ethics, besides the physical ones of supply and demand.

The fact is that our criminal classes exist, in all modern nations, because every one of our fundamental laws is nothing but a horrid crime in the eyes of God and common sense. How can it be otherwise? Is God the enemy of Himself, the enemy of eternal logic? He would be if He did not give to every human being the freedom of the planet to which He sends him, for him to live a full life; for him to own not only his own body but also his own soul, his own faculties, and for him to live on earth without having to pay tribute to anybody for permission to work, and develop, and grow as he may see fit, as long as he does not interfere with anybody else's equal freedom. And what has society to say to that decree of God, applicable to all men by the mere fact of their presence here below? Society repudi-

ates that divine decree, tramples it down under foot, and we, men, mere atoms in space, decree just the reverse of what God has decreed from the beginning.

The divine decree to which we refer is to be found in the fifth command of the Decalogue. It is also incorporated in the fibres of the universe, from the fact that men on earth can only live through labor applied to land, in forms direct or indirect. Also, by the additional self-evident natural law which gives wealth to labor alone, and not to any schemes through which to pre-empt, to take possession of land in advance of the one who wants to use it, and for the mere purpose of placing honest workers under tribute to gangs of land gamblers sheltered by the mantel of human laws, laws by which robbery in forms the most criminal and fatal are made respectable and correct.

Of course, we have to obey the laws in question as long as we allow them. Of course, society cannot let criminal men make society worse than it is, and must defend herself against them; but, the jail, the state prison and the scaffold, they are disgraceful processes all the same; processes which simply intensify the evils against which we want to protect ourselves. And do you ask me what process I would suggest? I would place the criminal classes under colonial establishments of their own, apart from organized society, under public officers and certain mild restrictions, but would give to every individual the full possession of the land he chose to fully use, and allow him to retain his whole product. Collectively they would own and handle what was best for all that it should be so handled and owned. I would not allow any monopoly among them. I would make them the arbiters of their political and economic adjustments, under the basic principle of equal justice and freedom to all.

But don't you see that such a plan would make our whole social status stand self-condemned? We would then treat our criminals infinitely better than we treated ourselves. That would never do. We must necessarily stick to our jails, state prisons and scaffolds as indispensable adjuncts to our famous progress. We must thus hide the intense abomination and criminality of the laws so allowed by the non-criminal classes.

"A Bit of History."

In the year 1886 a man, A. D. Thurston by name, upon looking around him, and seeing the deplorable condition of the telegraphers, called a few friends together, and in an old freight office at Cedar Rapids, Iowa, was formed an organization, which was called "The Order of Railway Telegraphers," or to be brief, the "O. R. T."

This Organization was formed for the purpose of elevating the standard of the railroad telegraphers, and to provide members of that fraternity with a bond of unity, which it was hoped would eventually help to ameliorate some of the ills under which they were then laboring.

The managements of the railways throughout the country remembering the loss wrought by the great strike of the commercial operators three years previously, immediately placed the new Organization under the ban of their displeasure, and made life a burden to those who had the temerity to advocate the principles of the new Organization, and much more so for those who cast their lot with their brothers in the cause.

After many years of uphill work on the part of the Organizers, and the education of the officials and men throughout the country, the time arrived when the Order became strong enough to step boldly out of its swaddling clothes.

To do this with success it became necessary to revise the old Constitution, and this was done in 1891, when from a non-striking body as organized the Order was made a protective one, and to avoid a technicality became "The Order of Railroad Telegraphers," and started out to do battle with the world against oppression, and better the condition of its members, by securing shorter hours, better conditions of service, and, best of all, in many cases an increase of compensation.

Of course, all of this was not done at once, nor without a great deal of hard work on the part of the different leaders.

Clashes with mighty corporations backed by unlimited capital, added to which was internecine strife, at different times rocked the Order to its very foundation stones, and threatened to destroy it.

But in spite of all these drawbacks the ship weathered the storm, and withstood

the destroying influences brought to bear upon it, and today it stands a monument to its founder, and those who succeeded him at the helm. But as the Order stands today, it is very different in aspect and membership to what it was in 1892.

Many of those who were among the bulwarks in the early days, have fallen by the wayside, and new planks have been added to the platform, and old ones repaired and put in shape to fulfill the new conditions that have arisen, and in the future other new changes will come to pass, in order that the manifest destiny of the Order may be fulfilled.

Many will wonder why all this raking up of old memories; others will say, "Oh, we know all of this," etc., but I have always found it to be a good idea to review the past so that we may profit by our past experience.

Now, to come down nearer home, I will speak of the Order in this vicinity, and more particularly on the Norfolk and Western Railway.

During the first enthusiasm in the early days of the Order, a number of the principal operators and dispatchers working in Roanoke, Va., and adjacent territory, organized Division No. 113, which grew and flourished like a rose for a time, and then gradually faded away.

After a lapse of time new blood reorganized the division under the protective feature, and again all was smooth sailing, and after some time of almost incessant work on the part of the local officers, assisted (?) by one or two Organizers, the members on this road were enabled to obtain a make-shift schedule, and later on by dint of further hard work they presented an almost solid front, so that in 1894, when a general reduction in pay was suffered by all employes, the O. R. T. stood beside the other branches of organized labor, and obtained a restoration of the old rates of pay at the end of three months.

As a matter of fact I will here state that the unorganized employes did not participate in the restoration for some time afterward, and many classes are at the present time still laboring under the old cut.

The following year came the receivership, which lasted two years, when reorganization took place.

Meantime, how fared it with the O. R. T.?

Shortly after the cut was readjusted many of the members became lukewarm, many others became dissatisfied from one cause or another, and the division was almost forced to the wall. Again hard work and untiring energy came to the rescue, and an almost solid front was shown when reorganization took place.

The committee in charge of the preparation of a new schedule was gradually paving the way to ask something of the management, when as a bolt from a clear sky the management was changed, and soon a complete new set of officials was in charge.

Courtesy demanded a short breathing spell, in order that both sides could see where they were at, and when the committee finally met the officials, a still further postponement was asked and readily granted by the committee for good and sufficient reasons.

At this first meeting everything passed off pleasantly, and the members of the committee were unanimous in praise of the courteous treatment they then received, and very hopeful that, when next they met, if they did not secure the entire schedule they had presented, they would at least obtain the major part of it. Again, a certain proportion of the membership became greatly dissatisfied, because the matter was left open, and began to abuse the Order in general, the committee in particular, and in fact everything but their own precious selves.

Of the subsequent actions of the committee and their meetings with the management I will say little, as all who are most interested have already been well informed (by means of circulars, etc.) from both sides. Suffice it to say, however, that after a year of almost constant agitation of the matter, the committee was compelled to abandon the field, conscious, however (though some may not agree with them), of having done nothing but that which was honorable to secure the adoption of a fair, just and equitable agreement with the Norfolk and Western Railway Co.

Old Division No. 113 is a thing of the past, and we are now doing business as System Division No. 14, under the banner of which we hope to take care of our interests.

A few words more and I will close. Money "or the lack of it," is the "root of all evil,"

and it is also one of the means of doing the greatest good, and on this account I make an appeal to you. Do not wait for the new committee to issue notice of an assessment, which they will surely have to do, but go down in your jeans and fish up a dollar or two, and send it to the General Secretary, and tell him to put it to the credit of the new committee. Brothers, do you fully realize that the supreme test of loyalty is yet to come? If the new committee fails from lack of proper support, the gradually increased, unfavorable conditions of service, which now controls you, will surely become intensified, and life itself will become a burden not only to the committee, but to yourselves. Rise up then, show your manhood, redeem the past, and a brighter future awaits us all.

Yours in S. O. and D.,

CERT. 237, in old 113.

A Broadside at the Constitution.

If we were to summarize all the matters which present themselves in which the Grand Division in May might make beneficial changes, and write them up in full with reasons, whys and wherefores, we might occupy every page of this number of the Journal, but that, of course, would not be tolerated.

What we propose to do in this instance is to occupy a pinnacle, as it were, and take a bird's eye view of the Constitution and Statutes as a whole, and note where the sections are out of joint with themselves, with each other, as a whole, and in principle, doctrine and theory.

As to making changes in the Constitution and Statutes, radical changes should be avoided, and especially many of them at one time; neither should we offer amendments because we would like things otherwise simply to suit our individual fancy, but we should have a reason for the faith that is in us and make changes to correct wrong principles and establish better procedure; and when we get hold of that which works well, and we can do no better, we should let well enough alone. Our aim should be progress.

Section 2, Clause 7, Constitution, as well as being obscure, makes an improper proportion of representatives by throwing in a

third representative as meritorious. To make a pair of representatives is well enough, but to go beyond that, offering a premium, is rather monotonous.

A methodical, theoretic and scientific ritual should be established by the Grand Division, covering needed and necessary requirements. And the same should not be looked upon as so much red tape, but obedience and conformity required and the forms and ceremonies religiously adhered to. Let the Grand Division, in all things, as well as this, give the Grand Officers, as well as the members of the Order, something definite to adhere to, and require them to "toe the seam," as they do in the navy, for misdeameors.

A printed seal of the Grand Division should be authorized and recognized, and the Grand Officers saved from wearing out their lives and machines in stamping paper.

Divisions should credential their representatives under their own seal. The representatives make the Grand Division, not the Grand Division the representatives.

Good standing mentioned in three or four places in the laws, should be defined; and penalties fixed for non-payment of dues.

Constitutional law and Statute law should be kept separate as far as possible. The proviso of Section 37, Constitution, should be relegated to the Statutes, and the present status of the case dropped. It is dishonest to charge for goods never delivered, and a principle which no member of the Order would tolerate in a business transaction.

The Standing Committees of Section 12, Constitution, do not appear to have stood for the past two years. Why should we not take advantage of gratuitous work that might be done by members of the Order during the intercession, and take some of the burden off the Grand Officers? Besides, such a check would be beneficial to the Order and the members serving on the committees.

Deputy Grand Chiefs, as superintendents of the ritualistic work and inspectors as to the carrying out of the mandates of the Grand Division, would result in good.

Nominations should be provided for in Section 3, Statutes, that they might be legal. It is irregular and somewhat of a strange procedure to elect without a nomination.

Theoretically the Grand Chief is officially responsible for the installation of officers of subordinate divisions, and should issue a commission deputising some one to act for him, otherwise the representative to the Grand Division is the one in authority to perform the act. The subordinate division is not an independent body. It is an agent of and a part of the whole, the authority of which is centered in the Grand Division, "the source of all true and legitimate authority." A Statute is out of joint which destroys the central idea and interrupts the theory.

It has been construed that Section 6, Statutes, means that every single member has a right to appeal from the decision of the chair, based on the theory that "every person is entitled to an appeal." This theory is a public doctrine, and a substantial one in a free country, but if there is one place in the world where it does not apply, it is in a parliamentary assembly. It releases the safety valve, throws away the check, and permits confusion to reign supreme. An appeal from the decision of the chair stands in the same light as a motion, as per reasons given by Reed, viz: If there is no one interested in the matter but the mover, it is not worth the time of the assembly to give it attention.

Why have obnoxious laws? Why cling to barbaric ways? Amendment VIII, Constitution of the United States, reads: "Excessive bail shall not be required, nor excessive fines be imposed, nor cruel and unusual punishments inflicted." Every state in the Union has copied this into her Constitution, or if not, the sentiment at least is the American policy. Criminals are no longer hanged in the open except by "Judge Lynch." The solitary confinement system is becoming more prevalent, and criminals are kept from the public view; and even Delaware has relegated her whipping post and pillory to the jail yard. Why then should we as a mutual and fraternal body desire to give publicity to any of our unfortunate members who have fallen from grace so far as to have charges preferred against them? While administering justice to the last degree, let us temper it with charity. Why try so hard to humiliate an unfortunate member, and saddle the expense of printing and postage upon a

division, as is interwoven from Section 27 to 33 inclusive of the Statutes?

Section 40 is drastic. We are all opposed to blacklisting workmen. It is better to make a friend than an enemy. Better to make a convict a useful member of society than to turn him out a worthless pest.

Section 41 contains an absurdity in requiring a member to "appear at the next regular meeting." Members should be regularly and duly suspended for non-payment of dues, and not ignominiously dropped from the rolls.

Section 44 is twisted and can be made smooth.

From an economic standpoint division cards are expensive and an official receipt for full paid dues issued by the local Secretary could be made to answer the same purpose. It is not necessary to mail to each member of the Order that little slip of colored paper written in Chinese. The general office could be relieved of all that expense, and the subordinate divisions attend to the matter. We are forever talking about doing local work, and yet every conceivable thing is thrown upon the general office, and all eyes centered upon Peoria. If we center more interest in subordinate divisions we will center more interest in local work and the subordinate divisions will succeed better. The subordinate divisions should be permitted to attend to their own business and local expense fall on them, in which case economy can be better studied and practiced. If the Grand Division is going to nurse and coddle the whole membership and attend to every minor affair, it will give the greatest encouragement to the apathetic law and produce paralysis for the want of use. Use strengthens, disuse atrophys and abuse vitiates. Do not fear about the Grand officers not having enough to do; take away from them the minor matters and they will have more time to bestow upon the more important ones.

About one-half, and even more, of the Statutes governing system divisions are copies of the general Statutes of the Grand Division. There is no reason why there should be a reprint of these laws. System divisions are no more in the Order than local divisions. Their functions are the same and their internal organization about the same.

The Committee on Constitution and the Committee on Statutes should be instructed to reconstruct the Constitution and Statutes during the intercession of the next two years, dividing them up into chapters and sections and placing the contiguous parts under proper heads. S'CAT.

The Home.

No doubt the fact is well known to the readers of THE TELEGRAPHER that the Board of Managers of the Home for Aged and Disabled Railway Men at Highland Park, Ill., at the annual meeting held January 17, 1899, elected Mrs. T. B. Watson to succeed Dr. F. M. Ingalls as secretary and treasurer and manager of the Home. Mrs. Watson has been a member of the board for some years past. She is a woman of great executive ability and is a member of Columbia Division No. 37 of the Ladies' Auxiliary to the Order of Railway Conductors, located at Cedar Rapids, Iowa. Of course this change seemed necessary to the majority of the board, and was made in the best interests of the Home. The Home has long needed a matron, and we think we now have one in Mrs. Watson, who, with a motherly impartiality, will look after the comfort and well being of all who seek refuge in the Home.

I appeal to readers of THE TELEGRAPHER to remember what this Home means. With the nearly 150,000 men now in the ranks of the Brotherhoods, there will be—yes there must be quite a large per cent. in the aggregate that must be cared for in a home like this or be turned over to county houses for support. No true Brotherhood man can ever give his consent to this, especially when he realizes how easily this Home can be maintained. What lodge or division can for a moment hesitate to pay one dollar per month to maintain such a home, where in case of need any member of that lodge or division can go and be cared for just as well as at a home of his own? Think of it! It would not amount to a nickel a month to each individual member. There is no insurance concern on earth that offers benefits anything like this; besides, it is absolutely sure.

Now, when we take into consideration the fact that four out of five of the Grand Mas-

ters of the Brotherhood are members of the Board of Managers, all doubts and suspicions as to whether the funds of the Home will be sacredly guarded and used for the purposes given, fall to the ground. These officers are Bros. Sargent of the B. of L. F., Morrissey of the B. of R. T., Clark of the O. R. C. and Powell of the O. R. T.

At a union meeting lately held at Pittsburg, Kan., where the writer was pleading for the Home, he was asked by someone in the audience how many salaried officers the Home had. When the answer was made that there was but one and that was the secretary, treasurer and manager, there seemed to be general surprise. One said that he had understood that the president of the Home received \$100 per month and that about seventy-five per cent. of all donations went to pay officers' salaries. I was glad to hear this question asked, and I may be permitted to say here that for all the years that I have given to the Home, I have never received one dime for my time or labor. On some few occasions I have had my expenses paid when by order of the board I have been sent some distance away on business for the Home, and also when attending some of the board meetings.

I only wish to place the Home before the brothers as it really is. I hope that I am well enough known to most of the Brotherhood men in every branch of the railway fraternity to receive credit for only one motive in all my work for the railroad men. If "by their fruits we are to know what kind of a man one is," then I hope I may be considered worthy of confidence. I seek nothing, I ask nothing of the railroad men of America, but the privilege of working for their good.

With great respect, I remain,

L. S. COFFIN,

President of the Home.

Ft. Dodge, Iowa.

Solomon Levi.

You all know him. If you don't you can easily recognize him by the tape around his neck and the diamond settings on his fingers and in his expansive shirt bosom, the brilliancy of which will almost dazzle your eyes, as he swings himself from the rear platform of the caboose of the local freight, and briskly commands you to "lift your coat-

tails," so that he can more easily manipulate the innocent looking, but wiley little tape, which means fifteen or twenty dollars deduction from your next month's salary. He is very pleasant for the few moments he is with us, and if you are not well acquainted with his ways, he will almost convince you that his work is an act of philanthropy, rather than one for pecuniary benefit, and that he is doing the world an act of kindness in supplying the railroad agents with clothing, with the company's advertisement stamped on each button, and both sides of the coat collar. Your last year's uniform was made by Isaacs, and is yet in fairly good condition, but he will tell you that "the material is of inferior quality, and it won't stand another month's wear," or "dot it dond vit like der baber on der vall." He does not say that his will be a perfect fit, but that is the impression he is trying to convey; and as he grasps your hand to bid you good-bye, and again swings his corpulent body to its favorite perch on the rear of the caboose, you almost feel sorry for him for having to travel over the road by such slow stages as the local freight, and congratulate yourself that you will soon have another brand new suit with shining brass buttons, and a railroad company's advertisement on each shoulder, in which to handle bags of feed and fertilizer, and a thousand other articles, generally used throughout a farming district.

Occasionally he is accompanied by some official who stands by while your measure is being taken, like the owner of a fractious mule who stands at his head while he is being shod, not because he expects you to kick, but then it is always safe to have a few kind words to say to you, in regard to "the wisdom of Solomon, and his ability to make a neat fit," and keep you docile while you are going through the ordeal.

It is only within the past twelve or fifteen years that he has been coming among agents at country stations, and I doubt whether there is record of any person having ever been swindled, at any station by anyone who misrepresented himself to be the village station agent, previous to his introduction among us; or that any unauthorized person has ever shoveled the snow off our platforms, or cleaned our switch lamps.

He is a genial fellow and appears to be popular with the officials of most roads, for he travels the length and breadth of this broad land, and the wearer of his livery foots the bill. It is well enough that an agent should wear the cap and badge while on duty, so that strangers can distinguish him from a group of passengers, but he can buy a suit of clothes just as neat looking and as serviceable for our business for one-half the price of a Solomon Levi suit, and it is about time that this gentleman was banished from the country stations forever, so as to allow agents to buy such clothes as they can afford, and a chance to wear out one suit before we are obliged to purchase another. There are very few among us who have not several uniforms on hand about half worn out, and which will have to be laid aside because they will not pass inspection for another full season's wear, although they would be serviceable for at least a few months longer; but along he will come, twice a year, as sure as Spring and Fall come, and usually at a time when we can least afford it. There will be a day of great rejoicing when we hear the news that he has bid the station agent his last farewell.

JOHANNES.

From British Columbia.

Editor Telegrapher:—

I have just finished reading the February issue of *THE TELEGRAPHER* and can say it is positively a dandy and getting better all the time. Now there is a general interest being taken by all the brothers on the large System Divisions to occupy a little space and not hide our lights longer under a bushel measure. Keep it up, brothers; let not the good move flag for a minute. I have carefully written up the Dominion Government lines in Cariboo, previously, therefore will not make mention other than that since the write-up we have enrolled Mr. J. E. Bowron, an employe of the Government lines at Soda Creek, as a full-fledged brother member, and he can claim the distinction of being the only known brother so close to the North pole — no small honor.

The O. R. T. is making rapid strides to the front all over Canada, and we hope to soon see the banner floating from Greenland's icy mountain to India's coral strand.

Since the words "of North America" have been cut off our cards it leaves us open to expansion, bold, aggressive expansion. We have many members in Uncle Sam's new lands lending a willing and able helping hand to colonize and civilize the foreign people. Push on with the good work.

Labor unions are daily becoming more and more respected by the representatives and Governments of all lands for the prominent part they play in helping out a move in the right way.

I notice an able and well written article by Sister Ermytrude in the February Journal. Her heart is undoubtedly in the right place and she has apparently had some experience with the Gill Alexander machine of torture. I can speak intelligently on that matter, as three places I have worked at while an employe of the Canadian Pacific Railway I had these cursed boxes and have been rolled out as high as seven times in a night, and, rushing into my office "half dressed, half awake, and the balance scared to death lest the citizens should arrest me for a public nuisance for not answering the bell more promptly and not cause it to disturb the whole town by setting all the dogs barking, etc," answer the call and turn off the bell, and, there in the cold office half dressed, be asked, "Do you know if special West — is by yet?" "Call up watchmen on phones: see any slides down?" And so on. And all this for the exorbitant sum of forty-five dollars per month. I desire to give the dispatchers who will see this the full credit that I know they could not help it, also the superintendent, who once wrote me a letter after I had asked for extra pay, etc. He answered, "Others are doing same as you and no complaint. I fail to see my way clear to do anything in your individual case," etc. Of course he could not, and no one knew it better than myself, yet I kicked on general principles.

Now, I understand, since our noble Order has put in shape and secured a decent schedule, a minimum of fifty-five dollars and five dollars for attending switch lights, forty cents for all these alarms, etc., also forty cents every time a freight conductor exercises his vocal powers — or arms, throwing small pebbles at our windows to get us up for orders or to check freight, these alarms are like angels' visits, few and far

between. Where we formerly made forty-five dollars, it is nearer seventy-five now. What excuse have the nons for remaining out?

I approve of courteous manners on the wire, but know from personal experience that no man or woman, in their earthly form, can get up and open the office at 7k a. m. and salute the rising sun with these beautiful words, "Praise God from whom all blessings flow" if he has had from one to ten calls on Gill Alexander Co.'s mill. All I can say is, get together, the same as the C. P. boys did and you will find peace and good wages.

I was sorry to note in the January Journal that those tiresome words, "Operator, send slow," still exist on the G. T. Ry. Stop that leak, boys.

The officials of the Northwestern are to be commended for their action, outlined in the February Journal, in not allowing students to do the agents "biz" any more. They are alive to their own interests and the men should appreciate it (the company's action) and protect their own interests.

I can assure all that the fifth paragraph of Rule No. 97 in the Canadian Pacific Railway Company's book of rules governing the telegraph department, which reads, viz:

STUDENTS.

No student shall be allowed in any of the offices of this company, without written permission from the superintendent. Nor in case of permission having been given shall any student be permitted to send or receive messages until fully competent to do so.

N. B.—No student is permitted to practice on main lines.

This rule appears to meet with general approval on the C. P. R. and is rigidly enforced by all concerned.

RUSSELL M. CORNELL.

From An Old Timer.

Editor Telegrapher:—

Some months ago you suggested that old timers should write something about the early history of telegraph days. I send a few extracts, and also enclose a sketch of Bytown office. In 1855, at the age of fifteen, I entered there as a messenger boy, at a salary of eight dollars a month, and to learn the business of telegraphy. The table stood

about four feet high, the Morse register on the right, the key to the left, and farther to the left was the hole in the top of table to let the paper slide into the paper box. Underneath, near the hole in the table to the left, stood the relay; two coils, large size, fastened to a round, wooden base. Three binding posts, visible, the other was a hole and a binding screw at the front nearly under the magnet. The magnets were not covered over. Then a spring and the adjusting apparatus was screwed in the table and a fine cord attached to the spring.

The office hours were from eight o'clock in the morning to eight in the evening, and at the latter hour the lamp was turned down, the door locked and the operator and myself went to our homes. Next day at 9k made up the book, wired to Montreal the amount of receipts, naming offices checked, and naming offices not checked. At that time ten messages sent and a dozen received was not a bad day's work.

Previous to this date, Russia and Turkey were fighting. England and France declared war against Russia. War excitement ran high. The *Citizen* and *Bytown Gazette* arranged for reports. Here I wish to state that reports only came once a week or once a fortnight or later from Europe by sailing vessels, possibly an odd steamer, to Quebec or Montreal. When the report commenced coming I ran to notify the newspapers. Mr. Billings, of the *Citizen*, and Mr. Alex. Gibbs, of the *Gazette*, brought paper and pencils, and while the operator read they copied at a small table near. Extras sold lively then. Going to the newspaper offices certain parties would ask, "Any news?" I could only say, "A big fight." This spread and excitement ran high until the extras were in their hands.

The early operators were Archie McGinnis, Charles Wilkinson Crysedale, of Napanee, Ontario; William Duck, William J. Graham, of Montreal; N. W. Bethune, manager, and how many in and out under him I know not. Mr. Graham was the first sound operator.

Bytown is now known as Ottawa City, the capital of our fair Dominion.

The first student was Angus Grant and after him came Thomas Roberts. Grant was well known in Montreal, and two years ago he passed to the great beyond.

JOHN CLANCY.

From Ohio.

The new census law says "no examination, however, shall be required of employes below the grade of skilled laborers at \$600 per annum."

Just think of it, ye telegraphic slaves, we are classed with unskilled labor at \$600 per annum!

How do you like that? We are employed in one of the most skillful and necessary professions in the world, and are compared with unskilled labor at \$600 per year.

Oh, shame upon the telegraphers of this country when they let such a condition exist! They can easily change all this, and in a very short time, by joining the O. R. T. and working for the advancement of the profession. We have nobody to blame for present conditions but ourselves, and we can rest assured that if we will not do anything for ourselves, nobody else will do it for us.

God helps those who help themselves, and the best way for us to help ourselves is for all to work together by joining the O. R. T. at once. Do not put it off. Delays are dangerous.

In S. O. and D.,
V. J. BEAUMONT.

Business and Sentiment.

As necessity is the mother of invention, so discontent is the father of progress. Aspiration must precede achievement. Let us see if our discontent and aspiration are leading us in the right direction. In these closing days of the Nineteenth Century it seems that the man who yields to the higher feelings of his nature, and attaches some importance to love, sympathy, affection and sentiment, is deemed hopelessly impractical.

If a man would be considered a shining light, a living example of success, he must eradicate from his nature all those nobler inspirations which would lead him to a broader sympathy with his suffering fellows, and devote himself exclusively to cold, hard-headed business. He must forget that he is a spiritual being, and make of himself simply an intellectual machine. Soul must be neglected and intellect cultivated. Business success, which seems to be the only success we deem worthy, does not admit of spiritual cultivation, nor is it frequently

found combined with a broad human sympathy.

The mother's admonition to her son, "Be a good man," has been forgotten, and the young man chooses for himself the more popular standard and strives to become a rich man. These statements are not exaggerations; we all recognize their truth. Many proclaim them and affect to deplore them; but how few have the courage to reject the popular ideal and set up within themselves the higher standard. We say, yes, "the love of money is the root of evil." It is the curse of our land, the cause of our suffering; but we go on striving above all things else to accumulate money. We easily excuse ourselves; we must do as others do. It is a hard world. We have had a hard struggle. We do not want our children to undergo the hardships we have passed through. We find some excuse for becoming more selfish and struggling harder for financial success, and thus we constantly add to the curse which we recognize but see no way to avoid.

The struggle becomes desperate and we see the wrecks of human failure increasing, yet we do not desist. We harden our hearts and continue the fight with renewed zest. Where is all this to end? Will no one proclaim a higher ideal? Will no statesman, no philosopher arise, who has the power to check this hopeless conflict? Yes, men are even now among us proclaiming a better creed than that of gold. Their voices are being heard above the tumult, and many are giving ear. The vision of "the new time" is becoming clearly distinct to many eyes, and such will abandon the old lines, and devote their energies to clearing the way to the land of peace and plenty and human sympathy. We have arrived at a transition period; a new thought wave is encircling the earth. Thinkers of every land are proclaiming a new doctrine, and their thoughts are much alike. More favorable conditions for man's development are demanded; whether from some cyclic law, or from whatever cause, the fact is evident that man has arrived at that stage of progress where he is going to study and to solve the laws governing his own well-being. He has heretofore given his attention to the perfecting of other things. The vegetable and animal kingdoms insofar as they are

directly made to serve man, have been studied and developed and well nigh perfected, while man alone has failed to apply to himself the laws which he has discovered. He knows that to produce a perfect fruit the tree must have favorable conditions. He does not attempt to raise a perfect peach in a barren soil, nor produce a flawless horse from a broken-down, overworked, poorly-fed animal. He recognizes that favorable conditions must precede favorable results. It does not take a philosopher to see that which applies to the vegetable and animal, applies with equal force to man.

You, who read this, have you not often thought, that had your lot been different, had you been favored by greater advantages and opportunities, you might have been a wiser and a better man? You feel within you latent powers which have been stifled by adverse conditions. You realize that you have not made the most of life, yet see no prospect ahead but to yield to these invisible difficulties which hold you down. Have you not thought that all this might be remedied? That it is unnecessary and may be overcome? Do you think that we have reached the limit of our advancement? Certainly no one can think that. We have progressed wonderfully in other lines; we recognize that the greatest evil of our day is an unjust and impracticable industrial system. Political equality, which our forefathers hoped would bring about a better state of affairs, has proven inadequate. It has been of advantage and was a necessary step, but by the neglect of the working people and the selfish activity of the parasites has become so corrupt as to be almost useless. We now see that a few have monopolized the wealth of our land. The many are but servants, and servants for whose welfare there is none to care. Surely anyone can see that our industrial system is all wrong. Surely there is enough intelligence, enough manhood and patriotism among us to solve this industrial problem. The solution is being forced upon us; we cannot much longer put it off. The soul of man is longing for freedom. That inner consciousness which has so long been stifled is demanding room for growth. The materialism and commercialism of the present day does not increase the happiness or content of the people. It has

been weighed and found wanting. By neglecting and smothering our nobler impulses and aspirations we are missing the only way to happiness. An era of spiritual revival is needed and indeed is now being felt. But before any great results can be obtained man must first perfect himself on the physical plane. Nature never leaps, and we cannot leave the material plane to gain knowledge on the one above until we have solved the problems affecting our physical well-being. When man's physical wants are supplied by the least possible expenditure of force, then progress along spiritual lines may be accomplished. Hence the work for us of today is to establish perfect justice in the production and distribution of those things necessary for man's physical well-being. The great question is, how is this to be done? I will not attempt to answer, except to say, I believe the true solution has been found. Many believe they see the light of the new day. Some are pointing and many are gazing upon the star of hope which has arisen. If you will look up you may behold it. But if you are intent upon your own private ends, if you are so blinded by selfishness or indifference that you feel no interest in the welfare of your fellow travelers, you may continue to grovel along in darkness. The truth has been proclaimed and if you seek you will find.

DICK DRUMMOND.

From Quebec.

Like "P. W. N.," upon receipt of THE TELEGRAPHER, I always look for the Woman's World to see what our sisters have to say to us, and am also surprised that only three or four sisters have responded to our call for sisterly aid and advice.

Now, sisters, we need your assistance, not only in supporting us in our contention against capital, which seems determined to quash us, but in many other ways. Our sisters may be many miles from us, but, thanks to our Editor, we have a good, clean medium — THE TELEGRAPHER.

Now, dear sisters, you have no excuse whatever for not giving us a word of encouragement occasionally.

Sister Bertha, your letters are a great source of help to my wife and myself. Keep on in the good work. Our Biennial Conven-

tion is nearly at hand, and much depends upon what amendments are made in our Constitution. The past few years speak for themselves. If our leaders had not used judgment, our Order would surely have been grounded. We must not, however, be vain over past victories. There are foes yet to fight. An old time telegrapher and agent, Bro. Laperche, has well said that if we as a body make such strides in the future as in the past, and are federated with all railway labor organizations, that all our antagonists can do, or will be able to do, will be to sit in their own chair and whistle "God Save the Queen," or "Yankee Doodle," for the under employes will certainly stand on equal footing and be considered as part and parcel of the railway on which we work. We, by faithful service, are weaving the garment which capital has donned. Why should we not be clothed therewith?

With best wishes, I am yours,

RICHARD J. WAUGH.

From Tennessee.

Editor Telegrapher:—

Much has been said on the question of state boards of examiners for the purpose of examining operators, but I do not see where any state has adopted such board. In my humble opinion, engineers, conductors and operators handling train orders should be examined similar to steamboat pilots and engineers as to their sight, knowledge of train rules, orders, and their capacity to handle the same, and should be required to have a license before engaging in such business. I think it should be a national instead of a state business. States do not examine pilots nor boat engineers.

The Interstate Commerce Commission should have charge of such affairs, whose business it is to bring it before Congress. As it indirectly would be of great benefit to our class of labor, it might be considered selfish for us to begin the move. Operators usually travel on foot, but sometimes they

ride, and on such extraordinary occasions their lives should be protected, so why not start by the coming Convention making some provision for the Grand Chief to ask the co-operation of the other orders with a view of getting the matter before Congress, and, for us in that direction, provide for the Grand Secretary to keep such record as he can obtain of all wrecks caused by the negligence or ignorance of any railroad employe, such information to be used as the Grand Chief may see fit.

I am not a delegate to the Convention, and cannot introduce the subject, but have written our representative, and hope something tangible will be done.

Yours in S. O. and D.,

R. C. M.

Government Ownership.

I have been eagerly watching these columns for someone to write about government ownership of railroads and telegraphs, but, not seeing anything, I take the liberty of starting the subject myself.

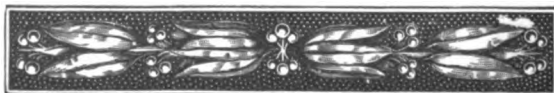
What do you think of government ownership, anyway? What is the best way to get this in operation?

Let us discuss this very important matter until we are thoroughly familiar with it, and always talk of it to our neighbors until we at last get it. I have yet to meet a railroad man who does not think he would be greatly benefitted by the change of ownership, and I am somewhat surprised that nothing has been done in the matter.

Compare the hours of labor, salaries, and general conditions of the employes of the postal department with the hours of labor, salaries and general conditions of the railroad employes, and then say for whom you would sooner work, Uncle Sam or a private company? If you prefer to work for Uncle Sam, then let us see if we cannot bring this about. Let us hear from you, brothers, on this.

In S. O. and D.,

"CERT. 1."



FRATERNAL

Pittsburgh, Pa., Div. No. 52.

Pittsburgh Division No. 52 held its regular meeting March 4th. A fair attendance was present in spite of the very disagreeable weather, it having been raining all day and night.

The initiation of Bros. Irish and Dunlay was performed in a very satisfactory manner. Bro. Irish is a well known telegrapher, being located with the Postal Company in this city. Bro. Dunlay is now with the P., V. & C., near Pittsburgh. Bro. Dunlay was at one time a member of Division No. 52, but having left the telegraph business was lost from us for some time, but we are glad to note he is with us again, and heartily welcome both brothers.

Bro. M. S. Wiley, who is one of the old-time members was with us for the first time for a long time. Bro. Wiley is now in the service of a well known brokerage firm in Pittsburgh, and will no doubt be a regular attendant.

The most important feature of the meeting was the putting in shape of the grievance of a well known brother on one of our scheduled reads, which we expect to bring to a speedy conclusion.

Sick benefits were drawn in favor of Bro. L. M. Hartsough, who is now in California for the benefit of his health. Bro. Hartsough was located on the Wheeling division of the Baltimore and Ohio prior to his illness. He has a great many friends among the fraternity who all hope for his speedy recovery. He is now located in Los Angeles. The brothers of that vicinity are earnestly requested to show Bro. Hartsough all the favors possible.

Sick benefits were also drawn in favor of Bro. C. H. Harris, who we are pleased to chronicle his recovery to health. Bro. Harris is now with the P., V. and C. at Munhall, Pa.

Sick benefits drawn in favor of Bro. Charles Hagan, who is again on the "well list." Bro. Hagan was for some time with the Keystone Bridge Company as timekeeper of a construction gang, but has since returned to the key.

It would be well for your correspondent to mention that after sixty days has elapsed, there is no local division sick benefits paid to members who fail to pay their dues within that above mentioned period. There is still quite a number who have as yet failed to pay, and are now deprived of sick benefits. This state of affairs is no doubt due to their failure to note this feature which is plainly mentioned in our by-laws. Those who have as yet failed to remit their dues are kindly requested to do so at the earliest possible moment. It is plain to see that it is more for their own benefit that this request is made.

Speaking of attendance, I am compelled to state that it is far from what it should be. The membership of Pittsburgh Division is such that we should have a crowded house each meeting night.

Bro. J. R. Miller, who enlisted with the Army last summer, and who was in the fight at the capture of Manila, has returned to the States and is again with the Baltimore and Ohio.

Bro. M. W. Lynch, late of the Pittsburgh and Lake Erie road is now located at Grand Rapids, Minnesota. Mike is first class, all-around man and will make a success out in the west, yet we are sorry to lose him.

Bro. R. F. Glenn, well known in this state is now located at Salina, Colorado. The boys of the Colorado Division will find Bro. Glenn right up-to-date.

At the regular meeting of March 18th the only voucher ordered drawn was for \$12.50 on account of three months rent of the lodge room.

No members are reported out of employment. The lake season which will open up soon will no doubt give the extra men around on the different roads continued steady work.

Bro. J. C. Tucker the well known agent of the B. & O. at Willocks, Pa., was present at the last meeting and the boys enjoyed smoking a fine box of tobies on Bro. Tucker's marriage, which took place several weeks ago.

Bro. W. H. Clendenen of the P. & L. E. at Ellwood Junction was present. "Bill" always gets in whenever the opportunity presents itself.

Bro. F. H. McDowell of the Postal of this city brought up an additional insurance feature which after a lively debate all around the room, was turned down. The insurance feature in question is the Gold and Stock Life Insurance Company located in New York, it is undoubtedly a good one, but it was the opinion of the lodge that the O. R. T. insurance was the one that members should take in preference to any others, but if any who wish an additional amount of insurance besides the O. R. T. insurance of course there is no objection to their taking it. Bro. McDowell is an old organizer and is well known in the South where he put the C. & O. road into line some years ago.

Bro. Seifert is reported sick, but we hope that he will soon be with us again.

Div. Cor.

Providence Div. No. 256.

The meeting of March 4th opened at 8:40 p. m. for the regular transaction of business, with the best representation of the membership we have had for some time, there being forty-three present when the meeting closed.

Bros. J. H. Steffy and H. C. Moore, of Division No. 58, and J. T. Brady, of Division No. 34, presented their cards for membership in Division No. 256. Ballots were taken resulting in the election of all three brothers.

The following petitions for membership were read and accepted: W. H. Brown, Millville, Mass.; J. B.

Lippincot, Slocums, R. I.; S. E. Chappell, Westerly, R. I.; H. D. Woods, Groton, Conn.; L. S. Waller, Groton, Conn.; Miss M. W. Grant, Westerly, R. I.

The insurance feature in connection with our Order is what catches them. Twenty-six new members have been added to this division since February 1st, and several petitions are in course of investigation, which we hope will prove them eligible.

Under Good of the Order, Bro. Sterry presented a resolution to the effect that our delegates shall go to the next convention instructed by the division, which was strongly supported by Bro. Neil and others, but was overruled by a two-thirds majority, Bros. Rogers and Wood being the first to speak in opposition.

A motion was carried that the day meetings be suspended until after the convention.

Before closing, Bro. R. P. Neil gave a very interesting and encouraging address regarding the progress of our cause.

F. L. FOWLER, S. & T.,
Div. Cor.

Stonington Division:—

The new station at Niantic, R. I., built to replace the one destroyed by fire, was opened to the public March 10th. Mr. George W. Berry, the popular agent at that place, has every reason to be proud of his new quarters. The foundation is also lined out for a new station at Carolina this Spring.

Bro. A. L. Conant and wife, of Hills Grove, and Mr. S. M. Packer, operator in dispatcher's office, Providence, and wife, were the guests of Bro. M. J. Welsh, of Auburn Tower, at his home, Elmwood avenue, recently. A most inviting dinner was served by Mrs. Welsh, after which music and games were freely enjoyed. Brothers, there is an example worthy of imitation. It is true we all have our circle of friends outside the fraternity, but how much better it would be for us to cultivate a feeling of friendship and confidence with those in the fraternity. Social intercourse, pure and simple, has a mighty power for good; note, for instance, the relation between this country and England; are they not bound solid by ties of friendship?

I say, throw aside hostility and rancor, which is very often the result of a disordered liver on our part, and no fault of the other fellows at all. Substitute in its place a feeling of good will and peace toward all men. It is written, "He that controlleth his temper is mightier than one who taketh a city." There, I am lecturing on the Stonington Division, and that might cause trouble, so I will return to the proper subject.

The first thing I think of is, don't fail to congratulate Bro. White, Wood River Junction, on the arrival of a nine pound O. R. T. boy. Bro. White, we wish you success with this adventure.

Last Summer the seventy-eight pound rails on this Division were partly taken up and replaced by new one hundred pound rails. This work and that of grading the roadbed gave employment to about seventy-five or eighty men who would otherwise have been unemployed. The prospects are that the work will be resumed in a few days, and by the end of another Summer a sum amounting to about \$600,000 will have been expended on this Division for roadbed equipment.

To give our readers an idea of the number of cars of cotton that are handled by Fall River, Mass., cotton mills for one year, I will state there is now in transit between Harlem River, N. Y., and Fall River, something like 2,500 cars of baled cotton.

A recent order issued by the management placing the trainmen on the Midland Division (formerly the N. Y. N. E.) on an equal footing with those in like service on other Divisions, is highly commendable; but how about the agents and operators? Getting left seems to be our luck, anyway.

Now, Mr. Editor, don't think that my intention is to roast you or monopolize THE TELEGRAPHER because my last article failed to appear in the March number. No, no! But I do think you should allow me extra space this time to make up for it. Like the newly married man on a train with only one ticket for himself and wife, giving as an excuse that the minister told him he and the woman of his choice were now one.

Hoping the other divisions on this road will have something to offer next month, I beg to remain,

Yours in S. O. and D.,
Div. Cor.

New York Div., No. 44.

The first meeting in February was held on Friday evening, the 10th inst., at No. 97 Borden avenue, and was well attended considering the unusual cold weather, sixteen members being present.

The meeting was called to order at 8:15 p. m. by our worthy Chief, P. H. Enright.

Two new members were initiated, two elected, and two applications for membership were received and committees appointed. Members who are appointed on investigating committees are requested to make their reports promptly, so as to avoid delay in putting in new members.

It was regularly moved and carried that any member who secures two new members before July 1, 1899, will be furnished a card for the ensuing six months free of cost.

Two loans were made to members in distress, amounting to a total of forty dollars. Other matters of importance were discussed, after which the meeting closed to meet on Sunday, Feb. 26th, at ten a. m.

Our Sunday morning meeting for February was called to order at eleven a. m. by First Assistant Chief Telegrapher T. R. Higgins, with twelve members present. Assistant Grand Chief J. B. Finnan being present, he was invited to occupy the Chair, and conducted the meeting in an interesting and instructive manner.

Three applications were received, on which the committees had reported favorably, and on ballot, the applicants were elected to membership.

Three other applications were referred to the investigation committees for action and report.

One member was admitted by transfer from Division No. 118.

The Chair appointed Bros. W. O. Jackson and T. R. Higgins a committee of two, with power to act, in the matter of securing more desirable quarters for the meetings of this Division.

For the good of the Order, addresses were made by Assistant Grand Chief J. B. Finnan, Bros. Dick Enright, W. O. Jackson, J. Sell, A. J. Atkies, T. R. Higgins, Chas. Umstat, and others.

The attendance at our meetings while fair, is certainly not what it should be, and some way must be devised to make it better. The meetings are certainly interesting, and it does seem that there is no excuse for each and every member attending at least one meeting per month. Try it, and see what the results will be.

Application blanks, literature, etc., will be furnished free by the Secretary to any one desiring the same for distribution. Non-members are invited to communicate with our Secretary, J. F. Hinterleiter, Corona, L. I., for full particulars regarding the Order.

Meetings are held on the second Friday evening and fourth Sunday morning of each month, at No. 97 Borden avenue, Long Island City.

An interesting and instructive meeting of this division was held Friday evening, March 10th. Chief Telegrapher P. H. Enright called the same to order promptly at 8:30 p. m., with about twenty-five of our most active members present.

Five applications were reported upon favorably by the investigating committees, and upon ballot they were declared elected to membership. One of the newly-made brothers being present, he was initiated and received the congratulations of all present. One application was referred to the investigating committee and will be acted upon at the next meeting.

The resignation of Bro. Joe Thompson was received, read and accepted, and the Secretary ordered to issue him a withdrawal card as per Section 44 of the Statutes.

Bro. R. M. Purcell, Organizer for this division, gave a short report of his work in this territory, which was very encouraging and shows that the operators in this section are thoroughly aroused to the necessity of organization. Any brother knowing of a possible candidate should notify him at No. 3 East One Hundred and Fifteenth street, Manhattan, or the Secretary and Treasurer. Other matters of vital importance to members were discussed, which can not be mentioned here. Every brother should attend the meetings so as to keep fully posted upon coming events. Remember that the division meets on the second Friday evening and fourth Sunday morning, of each month, at No. 97 Borden avenue, Long Island City. Try to come to the next meeting, and bring an application with you. Two applications before June 30th will entitle you to a free card for the ensuing six months.

Your attention is also called to the fact that a union meeting of the four federated Orders is held on the third Sunday of each month at three p. m., at 97 Borden avenue. All union men are welcome.

Members desiring application blanks, literature, etc., to distribute among non-members, can secure the same free by addressing Bro. J. F. Hinterleiter, Secretary and Treasurer, Box No. 257, Corona, L. I. Items of news for publication should be sent to the Division Correspondent before the last day of the month.

The second meeting for the month of March was held on Sunday morning, the 28th inst., and was called to order at 10:30 a. m. by Bro. T. R. Higgins, First Assistant Chief Telegrapher, with eighteen members present. The minutes of the previous meeting were read and approved. Seven applica-

tions were balloted upon and elected members of this division. Two members were admitted on transfer cards from divisions 8 and 30. Three new brothers were initiated and received the congratulations of all present. Several important communications were read and bills approved.

Bro. R. M. Purcell, G. E. Swan and F. H. Longhorst were reported out of employment. Members knowing of any vacancies will please advise the Secretary and Treasurer. All brothers are earnestly requested to attend the meetings to be held April 23d and May 12th. The meeting closed at 12:30 p. m.

A. J. ATKINS,
Div. Cor.

Philadelphia, Pa., Div. No. 4.

There is weeping, wailing and almost gnashing of teeth because Division No. 4 is not heard from. Well, the correspondent has nothing gossip-like to publish, as he usually minds his own business and lets other people mind theirs until they move out of their turn and then he cries *order*. It is said that order is Heaven's first law, and we believe that those who expect to go to Heaven should prepare right here to be obedient to the sound of the gavel. The people in Heaven may be liberal enough to allow you to play on their harps, but every body in *this* world wants to play on their own, and when you step outside of the circle of your authority they are after you to drive you back into the corral. And how this does exasperate us! Only to think that we cannot do as we please! To think that our motives are questioned, our integrity impugned! O, it is enough to drive us mad—and some of us do go mad, clean stark crazy, and we rip, and we tear, and we pull down the whole house, and when we realize that we have nothing but the ruins, we either repent or strut like a peacock and congratulate ourselves like a savage.

A human being is nothing more than a superior creature of the animal kingdom. Animals are wild and will not observe civilized ways until they become domesticated. But civilization sometimes brings as many evils as the previously wild state. A dog will hunt his food if he is wild, but after he is domesticated he becomes lazy and wants some one to carry it to him. There is an awful kick when we come to civilize and domesticate the horse; he is determined not to submit to authority, so he rears and prances, and he kicks and snorts. But, whoa! boy! you have a master. And so it is with the two-legged colts and the old "hosses" long in the harness. Whoa, boy! you have a master. "Who is my master?" The constituted authority, either natural, law-made, or circumstances unavoidable. All three might be changed, but until they are changed in relation to us, our best and proper course is obedience. Are we then to go around like little lambs lost in the woods, or like horses with bits in our mouths? No! Yes! Infants, idiots and criminals are not dual beings. Infants and idiots have no discretion. Criminals lose their discretion when they lose their liberty. Hence these three classes of beings are wholly subjective.

Now, there is a subjective and an objective side to the question. and it is not intelligence alone that

brings us to the realization of our limits. Knowledge and information plays an important part. To subject one's self like a dog is to degrade one's self and give over one's manhood, liberty, rights and everything else. These things are the individual possessions of every man which he must retain for himself, for everyone is engaged in his own preservation and has no time to defend the liberties and rights of others. We sometimes call this selfishness, but more often it is individuality, and it applies to the rights of a man everywhere, and the taking advantage of the facilities at command to secure one's rights. But, we must know the length of our tether. How much authority have we? How far can we go without overstepping ourselves? At what-point do we intrude upon the rights and liberties of others? Where does our individual authority begin and end?

S. W. H., Div. Cor.

K. C. P. & G. Ry. Div., No. 5.

Southern Division:—

In helping out the G. S. and T. in doing missionary work on this trail, I find all kinds of soil waiting for O. R. T. seed to be sown. Some are waiting for a word of encouragement, others who have just arrived after an extended journey on his porkship, are waiting for the wherewith, and some will not even grunt when prodded with a sharp stick, and a man who does not appreciate the work of the O. R. T. on the P. G. needs an ox goad vigorously used.

As for we'uns down here in Rack-em-Shack, we are mightily "obleegee" to Bro. O'Byrne and his partners for what they have done, and are willing to stand by him and "hold up his hands until the going down of the sun, while our army smites the fleeing hosts of the enemies of unionism and living wages," and are proud if we may be allowed a place in the front ranks in our grand march toward the land of better days. We have seen 'em, and we will see 'em again.

The constant changes on this pike render the task of keeping up with names very difficult.

We have at Bunch, I. T., Mr. A. W. Platt.

Redland, I. T.—Bro. W. K. Olmstead.

St. L. & S. F. Division—"32," who asks if the boys have all gone with the ground hog.

Poteau, I. T.—Bros. Mc. D. T. Caldwell and Robt. Smith, and Mr. Culp.

Thomasville, I. T.—Bro. A. F. White and Mr. H. E. Petty.

Rich Mountain, Ark.—Mr. J. J. Briggs.

Mena, Ark.—Messrs. C. R. Parmler, A. L. Oden, Lawrence Fretwell, and — Jewett—all good boys, but have fallen from grace.

Hatfield, Ark.—Mr. Fishback.

Cove, Ark.—Mr. W. E. McDowell.

Granness, Ark.—Mr. G. E. Johnson.

Gillham, Ark.—Bro. W. McNew and Mr. N. W. Hooper.

De Queen, Ark.—Bro. C. S. Jones and Mr. H. Lawrence.

Horatio, Ark.—Bros. A. L. Thomas and S. H. Webb.

All of these "nons" are on the anxious seat, and ready to climb the fence with a little encouragement. Boys, if you don't wake up and quit sleeping

on your rights, you are going to get stuck on some hill and won't even be able to flag in. Your wires will ground, sure.

Well, that goat may take this in and recover, but he will never look like anything.

Yours in S. O. and D.,

CERT. 24.

Philadelphia and Reading Railway.

Catawissa Branch:—

Brothers, no doubt you will all be surprised to hear from this road, as the O. R. T. men on this road are very rare at present, although there are a few who are members and are trying very hard to increase the number, but it goes very slow indeed. I am very sorry to say it, but out of forty-five operators employed on this (the Catawissa Branch) there are three members of the O. R. T. including myself, but the indications are we will have at least six or eight more join our Order in a very short time—all good men, too—and by so doing I think we will in a little while double that amount.

What is wrong with our Philadelphia Division No. 4 that we are not represented in THE TELEGRAPHER any more? Is everyone too busy to write a few lines and let us know what is going on in that part of the state? Our division is heard from on an average about once every six months. We would, indeed, consider it a great favor if some brother who has a few spare moments would occasionally write a few lines in the Journal. We, on this down-trodden road, can't write much. Well, yes, we can write enough, but of not much interest, as the telegraphic fraternity is nearly all non-union; Trainmen are about one-half or two-thirds union men. Considering the condition of the road, this is a good number.

In the line of business over this branch we average from 600 to 700 loaded and about half this number of empty cars every twenty-four hours—a very heavy grade, nearly all mountainous road. Trains average from thirty-six to forty loaded and seventy to seventy-five empty cars, not including fast freights, locals, passenger trains, etc. Therefore, we are kept very busy nearly all the time and there is not much napping to be done along the line, although some of our boys frequently fall into a doze, but it is not long until a train comes puffing along and disturbs their peaceful slumbers.

Some of you non-members who read the Journal every month do as you promised me some time ago. Come and see me and we will fix up those applications which I always have in readiness; or, just say the word, and I will forward the necessities to you at once. You all know me, I suppose ("Q," at "CY.")

This being my first attempt to write to our Journal, I do not want to take too much of the editor's space.

Hoping to hear from some of the brothers who went out West some time ago. Bro. Leiser, if you see this, drop me a few lines and let us know where you are and how you made out; we are all anxious to know, and whether you like it better out there than at Christian's Siding.

Best wishes for the Order everywhere.

Yours in S. O. and D.,

CERT. 149.

Pittsfield Div. No. 33.

In the March number of *THE TELEGRAPHER* we gave our schedule of meetings for the year, but, owing to the Wednesday night meetings conflicting with meetings of other lodges in the city, the week night meetings will be held on the fourth Wednesday night, instead of the third—that is, each one will be one week later than the date specified in the schedule. All members of this division will please bear this in mind, and don't fail so come.

Our last meeting, held on Sunday, March 19th, was well attended. One new candidate was initiated, and one member of Division No. 241 was present.

The next meeting will be held on Wednesday, April 26th, at 8:30 p. m., at the usual place, and we hope to see all present.

News on this Division of the road is a scarce article, business running along as usual and not many of the boys off during this beautiful (?) weather.

Here are the boys in Pittsfield wading around in knee-deep snow while in New Haven they are sprinkling the streets and the ice cream saloons are preparing for the opening of the season.

Bro. M. M. Shields, who was injured a few weeks ago by falling from the engine of train No. 1433 at Van Deusenville, has returned to work, and is being congratulated on his escape from what might have proven to be a serious accident.

Opr. E. C. Finney is working days at Pittsfield, in the absence of Bro. J. C. Gleason, who, at the present writing, is rustication among old friends at Brookfield, Conn.

Every "non" on the Berkshire Division of this road has received several letters the past week from as many members of the Order setting forth the advantages of becoming a member, but, up to the present time, the returns are slow in coming in. Either they have consigned the letters to the waste basket or they have been too busy to find the time to answer them. Let us hope that the latter is the case, and that we shall soon hear favorably from everyone of them. Several have already sent in applications, and we are looking for them all in time.

Bros. Farbar, Kennedy and Pardee, of No. 241, should be commended for the good work they have been doing in the effort to thoroughly organize this section of the road, most of their spare time evidently being put into this work, and, from what we can hear, they are meeting with good success.

Div. Cor.

Central of Georgia System.

Macon Division No. 114:—

Bro. T. C. Barger on is lord of all he surveys (!) at night, as chief clerk to the general yardmaster in Atlanta.

Bro. J. J. Gatewood, the only dude we have, is having things his own way in the general yardmaster's office, days, in Atlanta.

Bro. John Rogen is working the night trick at West End block. Can't understand how John manages to store his pallet, as there are no "golden stairs" to climb there.

Sister Ida Sample is still pulling the semaphore and keeping tab on trains during the day at West End. If we are to judge from this little "Sample,"

all other O. R. T.'s must be very nice indeed. We are awfully afraid, though, that a handsome conductor on the A. & U. P. will rob us of our pretty little operator yet.

Bro. E. H. Fell has "fell" over all obstacles and is at last working himself to death doing the "left over" agency work at McPherson. Nothing like a fall, if you ever fell before, so you fall where Bro. Fell has fallen. "He's a good 'un."

Bro. T. L. Jennings is working nights at East Point, and is as handsome and clever as ever. The longer he is married the prettier he gets.

Mr. Charlie White is working days at East Point. He is clever and popular all the time, but has some funny ways of his own.

Bros. E. T. and W. A. Landen are holding down Hapeville, day and night, twelve hours each a day, and 365 days a year, and can be depended on as representative O. R. T. men every time.

Bro. Bailey Snyder is working nights at Jonesboro. He has just opened up for business. It beats throwing switches all to scatter, don't it, Bailey?

Bro. J. T. Turnipseed is still agent and operator at Hampton. He don't need planting, for he's already come up, and, while he does not get larger in size, is continually growing in influence and usefulness.

Bro. D. A. Nalan is working nights at Griffin. He is a wide awake man, and says he is confident summer has come, for the "skeeters" are already at their monkey work.

Bro. J. W. Perry is still assistant agent and operator at Forsyth.

Bro. Holly keeps the thieves off at night at the Barnesville office. Beats some of us "D." You have a "cop." We have none near.

Bro. Wilkinson is still the chief clerk at Barnesville, whence we may go to look for him for several years to come, for that private boarding house is too attractive to give up, with its fair occupants.

Bro. Cooley is agent and operator at Bolingbroke. A good man is Bro. Cooley, and in a good place. The postmistress must have a good deal of influence over you "CY." We understand you have turned your waiting room into a meeting house, and that you are superintendent of the Sunday School. Good boy; begin while young.

Bro. J. N. Hightower is working days at S. W. Junction. He has just returned from a visit to Florida, where he bagged lots of small game, and many a goggle eye got stuck in the eye. If "Newt" can't catch 'em with a common steel hook, he tries his silver one, which never fails, even though the pond is dry.

Old man "SX" is on nights at S. W. Junction, but has managed to get in a time check on the Atlanta block every month for over a year. He just can't stay away from up there, now; can't help it, and don't care if he can't; see?

Bros. V. H. Cain and W. O. Harris are still looking over the boys on the line, and a better pair can never be gotten together again. It takes something bigger than a "head-ender" to get their nerves unstrung, and the "wrecker" is ordered out with the same coolness and precision that a collector would be met. "May they live long and prosper," and their troubles be "leetle ones."

Bro. Henry Garrison covers the Phaneaplex with

his good ear and fights that key just the same as if it were a thing of life. He and Savaunal for it, to the tune of several hundred a day.

Bros. Buckner and Montgomery play with the other circuits and burn things up. They have gotten the O. S. men afraid to answer "RA" at all, except while raining. Never mind "kids," you will meet your "Waterloo" yet, and great will be the fall, for every boy on the system is polishing up and laying for you. Better quit your meanness.

Bro. C. F. Schaub is now with the G. S. & F., as secretary to Trainmaster Legg, at Macon. Glad you got there, old boy.

Mr. C. L. Bruner is now our trainmaster for Atlanta Division, having succeeded Mr. R. A. Boyles, resigned. He is very popular with the boys, and takes a pleasure in favoring them.

Mr. B. C. Epperson is our division superintendent on the Atlanta Division, and we all love to work for this efficient and kind-hearted official. May his administration continue.

Bro. J. L. Satterwhite is the regular day man now at Newman, where he went from East Point. Here is a good boy in the right place. Can't old "SA" come down, nohow? There ain't but one thing that can down him, "KK," and it takes lots of them to do that, too.

Bro. Connor still holds down Carrolton. Don't blame you "X," it is a nice place, and a good man to work with.

Sister Anna C. Cole, who has been sick for several months, is improving, and we sincerely hope she will soon be entirely well once more.

Bro. J. Shackleford is now the only pebble on the beach, and will be hustled around as "extra," relieving the boys. Be cheerful, brother. I worked several months extra, and when I averaged up the time, I had made nine dollars and sixty-five cents per month and did without lots of delicacies.

"SX," CRET. 187.

C. & O. Div. No. 40.

For several months past we have eagerly and anxiously scanned these columns for some evidence which would show that the O. R. T. was still alive on this System, and that the "old timers" were still urging on, with voice and pen, the work we set ourselves to accomplish last Summer and Fall.

Is all the labor expended on that occasion, all the expense sustained, all of the hopes aroused of a solid and permanent organization on this System, to avail us nothing, and fail of fulfillment now, after the hardest part of our task, the System nearly solidly organized, has been accomplished?

Though the work, as aforesaid, was, through enormous effort, brought to fruition, and the reward of our labors is being made appreciable and apparent more and more each month, it is, nevertheless, a deplorable fact that our Organization on this System is deteriorating in an alarming manner, and unless individual effort is again put forth we will soon fall into the condition of impotence we occupied a year ago.

The promises of the managers of this company are being faithfully fulfilled each month, and while we have an abiding faith in the high personal character of the former, and a belief in a continued

compliance on their part in the promises made to your committee, still it should be remembered that neither this corporation, nor any other of like character, was organized for the purposes of philanthropy. The gentlemen who have its interests in charge are business men, and are responsible in their administrative duties to a class of society who have made "Protective Organizations" a social and industrial necessity. In connection with these facts we wish to impress upon your minds two things. First, do not deceive yourself in the hope or belief that the management of a railway does not know exactly to what extent its employees are organized. It is to their interest to know, and they do know. Second, in the same measure that you respect yourselves, protect yourselves and discharge those duties you owe to society, your families and yourselves, in the same measure will it be accorded you by those to whom you sell your labor.

If an organization is "protective" in character, it should be "protective" in fact. But an organization founded upon protective principles cannot be protective in fact when lacking in the dignity of strength, numerical and financial. Therefore, we ask you: How can we command the respect of our employers, when we fail in respect for ourselves? Why should we expect to continue to be treated as business men, by business men, when we fail in our employment of the most modern weapon of business and industry—organization? Candidly, is not organization the most potent factor in our entire present industrial system? No reasonable person will insist that the law of "supply and demand" obtains in this day of trusts and pooling associations. Suppose a corporation, through the laxity of its officers or the indifference of its business methods, became impotent; do you imagine that instant advantage would not be taken by its competitors, and its existence quickly ended?

"Eternal vigilance is the price of liberty." By the same token, and with all due respect, we say: Relax your vigilance, allow the bulwarks of the defenses we have striven to erect about you and your craft to decay and fall away, and you will soon see the end of the prosperity we are enjoying as the fruit of our victory—and then the task of Cisyphus will be child's play compared to the work it would take to reorganize on this System.

Pay up your dues! We cannot run this division without money. Your treasury is empty and your division is in debt. Do you know it?

You are allowing your insurance certificate to lapse. Are you doing your duty by those dependent on you by ignoring what the near future may hold for you, and the possible helplessness of those who claim you as their protector?

And now, just a few words in conclusion. To the non-member who has already or may in the future receive an addition to his salary, we say: Brother, the O. R. T. don't claim all the credit. It did its duty, however, to the telegraphic fraternity, and bore all the expense of sending a committee of its members before the management of this company. As a direct result of that conference you are receiving a greater measure of justice than has before been accorded you. You bore none of the expense. You did not share in the attendant labor, but you are enjoying part of the fruits thereof. Let us put

a question to your conscience: Do you think your position toward us is just? Don't you think you are under some obligation to the O. R. T.? We can conceive of but one answer; therefore, send in your application for membership at once, and we will forgive all the past.

To the delinquent member we now address ourselves: Brother, are you holding up your dues because you want to see first if you are going to be one of the lucky ones next month, or the next month? Let us say to you again, that while we believe that the intentions of the management are honest in this matter, still there are certain points involved which are as certain to require further conference and adjustment; and the longer you procrastinate, in our opinion, the nearer you bring such conference; the more impossible you make it for your committee to keep up with the situation, and place a final and ultimate settlement farther and farther into the future. Moreover, would you have local grievances ignored? To our mind, there is no one cause more fraught with danger to the general health of the Organization than to allow grievances of a local character to go unredressed. It reduces your local board to a position of contempt in the estimation of your local official; he has no sympathy or respect for an Organization, or its membership, which is too impotent to assert its rights in a manly and straightforward manner. We should value the respect of these gentlemen, because they, better than any others, know our condition, and their opinions are, without doubt, most frequently invoked by higher authority in matters of great importance to our interests. Grievances of a local character should be dealt with in a cautious but firm manner, and every jot and tittle of the law for our protection insisted upon. You should not, however, expect your local committee to lose time and bear their own expenses in their efforts to safeguard your interests and uphold the dignity of this Organization. Promptness is exacted of you by your employers; why do you not exact it of yourself in matters which vitally concern your personal interest.

Yours in S. O. and D.,

BRIANT.

Ogden Div. No. 149.

Our division, though not represented in your columns for some time, is still pursuing the even tenor of its way; the increase in membership, though not rapid, appears to be of the sort that stays with us. A few of our old-time members have left for other pastures, and though we miss them at meetings, we must try to get along without them.

This division has the honor of having three brothers in the Philippines and two in Cuba, all in the service of Uncle Sam.

The grand convention is approaching and, though we feared for a time that we would be obliged to let the matter go by default, so far as representation of this division is concerned, arrangements have recently been made whereby we hope to have a delegate present.

There will evidently be much to do this year, in the way of law making, not the least of which will be in the laws governing the mutual benefit department. Your correspondent would move for a change

in the matter of accepting applicants for the full amount asked for on the personal statements of the applicant in regard to the state of his health. It saves the examiner's fee and most of our members are no doubt honest, it is true, but it seems to me that to allow the applicant to examine himself is a principle that will sooner or later get us into trouble.

Few people outside of the medical profession are really able to correctly examine themselves, physically, and as at present, the matter being almost entirely within the hands of the member applying, it is not strange if a number are taken in the department who could not get insurance in regular insurance companies or societies that are more particular in this regard.

We must, of course, recognize the fact that many of the telegraphers are located in small places where it is not easy to be examined by a physician. In such cases I would propose that they be given a sort of probation certificate that would entitle their heirs to a nominal amount in case of death, but do not pay them \$300, \$500 or \$1,000 the next day their after application is received, and charge the same to the remaining widows and orphans.

To have applicants examined by a duly qualified physician won't cost much and will give the department an assurance of permanence that we can scarcely hope for, as at present arranged.

Yours in S. O. and D.,
MORMON.

Ashtabula, Ohio, Div. No. 36.

Owing to the duties of the regular correspondent preventing him from supplying the necessary amount of news from this division I will attempt to fill the vacancy.

This division was organized May 26, 1898, with eighteen charter members, and we now have more than double that number. The division is composed entirely of telegraphers employed on the Franklin Division, L. S. & M. S. Ry.

Turning our attention from our freight division to other divisions on this system we find very few members, while in train service the men are thoroughly organized. We hope that in the near future the telegraphers on other freight divisions of this system will fall into line.

I notice through our Journal quite an agitation as to how to keep members interested in the order and meetings that are located at such points making it impossible for them to attend the meetings. Our Journal together with the good that other organizations have accomplished ought to be sufficient to interest all members, although I think it a good plan for local divisions which are composed of members working on one line of railroad, to furnish the members who are located at points where they have no opportunity to attend meetings without loss of time, a copy of the minutes of each meeting. This can be done at a very small expense and will do much good.

It is rumored that Mr. J. H. Humphry of Youngstown yard has resigned and accepted a position with the Postal Telegraph Company. We hope "HN" has a much better position and regret very much to see him go.

Bro. D. G. Waddell is again at "D" nights, at which place, if he stays, he will make an opening at Hubbard that will be gladly accepted.

Bro. C. A. Rood is working at Hubbard temporarily. "RX" we are glad to see you with us again.

Relief Agent Bro. Kennedy is working at Coolburg while Mr. Hayes is away on business.

Bro. Topper has secured leave of absence for six weeks and gone to Missouri on business.

Bro. Roberts is acting as night "YM" at "BG" during Bro. Topper's absence.

Bro. Wolcott of Doughton Junction is laying off for a few days. Bro. Murphy, the night operator, is relieving him and Extra Operator McQuiston is working nights.

Division No. 36 held its regular meeting on Saturday evening, March 25th, at Andover, Ohio. Meeting was called to order at eight p. m., by our Worthy Chief. Minutes of the previous meeting were read and approved.

One application for membership was read and accepted.

Bills to the amount of \$6.70 were read and on motion were accepted and ordered paid.

Meeting closed in due form at 11:30 p. m. to meet again on Saturday evening, April 29th at Andover, Ohio.

We had a very good meeting and hope the boys will make a special effort to attend the next.

Yours in S. O. and D.,

CARD 5656.

San Francisco Div. No. 170.

The division was called to order by our worthy Chief, with a quorum of members, at 8:48 p. m., the Second Assistant Chief and Inside and Outside Sentinels being absent. Their places were filled by appointments *pro tem*.

The minutes of the previous meeting were read and approved.

Twenty-five petitions for membership were received, of which twenty-three were accepted. Two of the petitioners altered the obligation blanks and could not be accepted.

On motion, money was appropriated to meet the bills of the local committeemen.

A committee was appointed to examine the books of the Secretary-Treasurer, and made a report showing the books to be in good condition, and the cash on hand balanced with the books.

The balloting for a General Chairman and a General Secretary resulted in the election of Bro. Geo. Estes, of Grant's Pass, Ore., for General Chairman, and Bro. B. A. Meyer for General Secretary.

At the meeting of March 25th, the division was called to order at 8:30 p. m., by the First Assistant Chief, with a quorum of members present, the Chief being absent, owing to night work.

The Inside and Outside Sentinels were also absent, and their places were filled by appointments *pro tem*.

On motion, the opening ceremonies were omitted. The minutes of the previous meeting were approved.

Fifty-three applications for membership were received and referred to the committee.

H. S. Sherry being present, the committee made an immediate report, and he was initiated.

A large list of correspondence was read and ordered filed.

Bro. L. Q. Bednark was made a member of the Local Board of Salt Lake Division, vice Bro. J. A. Langwith, resigned.

Bro. F. M. Rahm was made Chairman of the Local Board of Tucson Division, vice Bro. C. Porter, resigned, he taking place as a committeeman for the present.

On motion of Bros. Meyer and Dutton, the candidacy of Mr. Read, President of the Typographical Union, for Labor Commissioner, was endorsed.

Bills amounting to forty dollars and thirty cents were presented and referred to the Auditing Committee, who made a favorable report, and warrants were ordered drawn.

The trial of the brother who worked on the C. P. R. R. during the Telegraphers' strike was postponed, to be taken up as the first order of business at the meeting on April 8th.

B. A. MEYER,

Sec.

Park City Div. No. 241.

Division No. 241 held its first Sunday meeting March 19th, with a fair attendance, considering the condition of the weather, which was very bad. Nevertheless, the boys turned out very well, and the indications are that Sunday meetings will be a success.

The meeting was called to order by Bro. Tiger, Chief Telegrapher, and the roll call of officers showed that the Second Assistant Chief, Marshal, Inside and Outside Sentinels were absent.

The following appointments were made to fill the vacancies: Gorman, Manion, Smith and Moriarty, in the same order. Bro. Case was called to fill the Chair of Past-Chief in the absence of Bro. Tourtelotte, who arrived after the meeting had been opened.

The minutes of the previous meeting were read and approved as read, after the invocation ceremony, etc., had been disposed of.

The following petitions were offered for acceptance by the different Organizers, and after all who desired to cast ballots had done so, the ballot box was found to be clear and so reported by the Chief: S. E. Bowler, Westbrook; C. W. Turner, Rock Fall; H. C. Stannard, Westbrook; G. S. Shailer, East Wallingford; J. J. Sullivan, Clintonville; W. M. Merchant, Saybrook; C. E. Lynde, Saybrook; W. E. Ufford, Madison; J. J. Smally, Saybrook; F. H. Tryon, Saybrook; C. F. Jordan, Newton, Connecticut; Alvah Bailey, Ashley Falls, Mass.; C. E. Gustavison, Pomfret Center; W. P. Dresser, Thompson; L. V. Pillincott, Madison; C. E. Grosvenor, Stoney Creek, Connecticut; J. W. Clossin, Vintondale, Pa.; C. F. Platt, Clinton, Conn.; F. J. Wright, Fishkill Landing, N. Y.; W. P. Lippincott, Madison; N. W. Meara, Lyme; F. M. Wilcox, Clinton, Connecticut; S. S. Lamont, Matteawan; W. E. Hagen, Brewsters; J. L. Cavanaugh, Brewsters, New York; F. M. Earl, Southbury; F. J. Coyle, East Hartford, Connecticut; H. A. Decker, Towners, N. Y.; W. H. Lee, Greystone; M. A. Bryant, Hampton, Connecticut; A. H. Kemp, Fishkill Landing, N. Y.; H. W. Shea, Pomfret Center; J. E. Hartigan, New Haven; T. F.

Kelly, Southington; E. C. Jewett, Clarks Corner; W. H. Arthur, Mechanicsville; C. W. Parker, Clarks Corner, Connecticut; F. J. Hagen, Millway, Pa.; J. B. Kearins, Holmes; G. M. Seaman, Stormville, New York; J. E. Burns, Nagatuck, Conn.; F. J. Kniffin, Poquag, N. Y.; H. A. Reynolds, Waterbury; S. R. Wright, Torrington, Connecticut (forty-four).

Dropped from the roll for non-payment of Mutual Benefit Department Assessments: H. A. Christinger, Hopewell Junction, N. Y.; J. E. Coe-griff, Shelton, and S. N. Leasher, Sandy Hook, Connecticut (three). A net gain of forty-one members in thirty days.

I think I was justified in asking you to keep your eye on this month's work in my last letter, but it did not exactly reach my expectations, and this record must be snowed under in my next report.

The following bills were read and ordered paid: Officers Regalia, \$3.00; Hall rent, \$2.00.

Dispensation to elect a Chief Telegrapher in place of Bro. Tourtellotte, elected at the December meeting, was read. Dispensation to hold our regular meetings hereafter on the third Sunday of each month, and a letter from Bro. Withrow, calling off union meeting to be held March 26th, was also read. Under the head of "new business," Bros. M. W. Merchant and Geo. S. Shailer, were both added to the Boards of Adjustment for the Valley and Air Line Divisions, respectively.

The office of Chief Telegrapher being vacant on account of Bro. Tourtellotte's inability to attend meetings, was then filled by the election of Bro. Tiger, our late Chief Telegrapher, who declined to accept re-nomination at the general election last December.

The rest of the meeting, which lasted until three o'clock p. m., was taken up "for the good of the Order." The Organization is making such rapid strides at the present time, that there is not the least doubt as to the success of our cause. There are a few yet that hesitate to join, not that they are not in sympathy with us, and do not believe in the justice of our cause, but for reasons altogether different, and that have no bearing, whatever, upon the aim or object of the Order. It is not necessary for me to cite the cause of that indifference on their part, but to let them learn the great lesson that time will impress upon their minds, while undergoing the act of having the same impression made upon their pocket books, by those with whom they league themselves (unaware) by their action, but while just as selfish are more practical than themselves. To those I will say, "just keep on in that line of conduct, and when the time comes when deception and deceit have no more charms, join the Order of your craft and be 'men.'"

Yours in S. O. and D.,

JNO. R. CARDINAL,
Sec. and Treas.

A special meeting of the General Committee on the N. Y., N. H. & H. R. R., was held in New London, Conn., on March 26th, at which the following divisions were represented by the Chairmen: Cape Cod, Air Line, Hartford, Stonington, Highland, Midland, Providence, New London, Berkshire, Norwich, Danbury, Central, Northern, New York, Worcester, Northampton and Taunton. No report was received from the Chairman of the Valley

Division. The Chairmen of the Plymouth and Naugatuck Divisions, having missed their trains, were not able to be present. Considerable work was done during the session, which lasted from ten o'clock in the morning until four o'clock next morning, with two intermissions of thirty minutes for dinner and supper.

The meeting was well attended by members from different parts of the road, who take an interest in the work, and the greatest enthusiasm reigned throughout the whole proceedings, although the strain upon the members was a severe one. Twice during the proceedings a recess was taken to admit a committee of the B. of R. T., and B. of L. F., and a committee of the Telegraphers, appointed to go and confer with the B. of L. F., that were also in session at the same time. Bro. R. P. Neil represented the Grand Chief at the meeting, and assisted in the good work. It is a tremendous piece of work to handle, owing to the many different interests to be safe-guarded, and the information to be collected before an intelligent understanding of the situation can be gotten at.

But there is one redeeming feature about it, the boys that have the matter in hand are equal to the task, and the work already completed is certainly one of the finest pieces of committee work that could be drafted, and would do credit to many who lay claim to loftier positions than the poor, miserable telegrapher.

A few years ago one of our chief dispatchers devised a new way of readjusting wages, by cutting down the wages of all operators earning over two dollars a day, but not adding anything to those earning less. Now it is the conductor that comes in contact with the pruning knife by getting a cut of ten and fifteen cents a day, but I understand the brakemen get a raise of five cents. There is at least some common sense there, although I doubt if the conductors will appreciate it. Nevertheless, it is there to stay, and the operators need not be a bit surprised if their turn comes next. Its an ill wind that bears no good.

CARD 6105.

Philadelphia, Pa., Div. No. 30.

The next meeting of this division will be held, as usual, at headquarters, Northwest corner Thirteenth and Arch streets, the third Friday evening (the 21st), at eight p. m., sharp. A good attendance is looked for, as it is the last important meeting previous to the Convention in May. It should be decided then whether the May meeting of the division be set for an earlier date on account of this Grand session, so that those desiring to attend the Convention may have the benefit of the same and discuss any unfinished business in that direction — matters relative to the insurance department, the commercial telegraphers, and the general welfare of the Order, should have a thorough airing, if considered necessary, as these important affairs should not be put off until after the Convention.

We have had with us, for some time past, our Second Assistant Grand Chief, working in the interest of increase of membership. He had a good number of new members for our last meeting, March 17th. Our meeting on that date had a fair attendance, about twenty-five or thirty members being present.

Much business was discussed and action taken on same. Five petitions for membership in this division being accepted and placed upon the roll. The Secretary, at this writing, reports having several more ready for the next meeting, thus showing a great interest is being taken by the non-members in this vicinity, and that we look after our membership in a brotherly way during sickness, as well as prosperity, and protect whenever possible.

The matter of framing the new charter received by the Secretary was taken up and the Secretary instructed to use his discretion regarding the selection of a frame for the same.

The postponed installation of the officers of the division was gone through in great shape with Bro. J. B. Finnan, as Chief Telegrapher, in the chair, and Brother Stevens as Marshal. Under the head of "good of the Order," nearly all the brothers present spoke. It was moved and seconded that a vote of thanks be extended to Bro. Finnan for his good work done for us in this territory. Much good feeling and enthusiasm was displayed during the evening, and the onward move of our division is much more in evidence now than in the past.

The Secretary reported, at the meeting, of having a good, substantial bank account, also the tendency of a large number of non-members inquiring about rates of membership.

Four or five of Division No. 4 boys gave us a call during the evening. Drop in often, boys. Glad to see you.

Bro. Finnan just arrived from Harrisburg in time to attend meeting, where he was paying the last sad respects to a close friend's memory at the funeral of Mr. Rose, late division operator at Harrisburg, on the Middle Division of the P. R. R. His death was sudden, and Bro. Finnan was shocked and grieved to learn the sad news as he had intended calling on him in a few days. A family attachment existed.

During a reception of the K. of G. E. in the room used by Division No. 4 the flooring gave way several inches on the evening of the 29th. A catastrophe was averted by cool heads. No other damage was done.

A brother reports visiting New York a few days ago and calling upon one of our charter members, Bro. Jim Wilson, one of the heavy weights guarding the approach on the New York end of the Brooklyn bridge. It is intimated, and to be regretted, that Brother Wilson is seriously considering his transfer to Division No. 44.

Bro. W. F. B—, congratulations, congratulations. If we musn't see you, write.

Bro. Devinney, of Division No. 4, we have just learned, goes to Jersey City with Mr. Patterson, our late D. E. & K. superintendent. He is in good hands.

On account of decrease in the force at "S" the following changes went into effect Tuesday, March 21st: Bro. N. E. Casey, relegated to the night force 9:30 p. m. trick.

Bro. J. A. Quinn, from seven a. m. to three p. m. at "QX."

Bro. H. W. Brown, to relief trick on Delaware Extension.

Bro. Brown, just reported as posting on Elevated at "B," account for vacations.

At the house warming party at Bro. Ryan's on the 9th instant, Bro. Erdmann and Sipler were welcome absentees.

Bro. M. E. Casey expects to play second base for the Solar Tips this season and is taking daily exercise, which includes a spin in the park every morning. He is down to 185 and expects to tip the beam at 172 by April 22d, when the local amateur season begins.

The boys in "S" office are indebted to Bro. Quinn for compiling their train register time-sheet in a very neat and elaborate heading of German text. It is a thing of beauty, together with a very much needed improvement over the old form.

Bro. and Mrs. E. D. Sipler are spending Easter week at Atlantic City.

We haven't received the cigars from Bro. Osmond yet. "JO," congratulations.

Holy week and Easter travel to Atlantic City has been remarkably heavy this year. A couple of new trains have been added to the new bridge route schedule and everything down in two sections, one of each section composed of a solid Pullman train; and they, too, were crowded.

The appointment of Supervisor L. T. Ford, Division "C," New York Division, as assistant engineer, results in the following transfers and promotions: Gerald Hosman from supervisor Division "A" to Division "C," vice L. T. Ford, promoted; G. P. Miller, from supervisor of signals, Jersey City, to supervisor Division "A," vice G. Holsman, transferred; J. E. Gillmoor, from supervisor of signals, Philadelphia, to supervisor of signals, Jersey City, vice Mr. Miller, promoted; C. D. Emmons, assistant supervisor, Mifflin, Pa., to supervisor of signals D. E. & K. Division, vice Mr. Gillmoor, transferred.

The Pennsylvania Railroad, in its annual report of last month, makes a very brilliant showing for the past year, if the insinuations of some of the Philadelphia dailies, that dwell to some length on this report, could realize how much its employees would appreciate one lone effort on the part of the company, "in helping them to spend it," it would be a pleasant thought. It is, indeed, encouraging to note the prosperous tendencies all over the state and country at the present time. Good, or better, wages seem to be one of the principal features, too.

B. & O., Philadelphia Division:—

Business is very heavy on this Division and is keeping the men going day and night. Trainmen are making more overtime now than in years before. On this account the company has promoted a great many men from brakemen to conductors, and firemen to engineers, also increased the force in the dispatcher's office by putting on two copying operators, Messrs. Rowe and Kirk.

The interest in the cause on this Division is noticeably greater, and it should be, too, considering what has been gained through the efforts of the O. R. T. Boys, protect and cherish your schedule; it is a precious gift.

One of our fast freight runs, second section of Train 697, Engine 1362, Engineer Calnan, made the run on the afternoon of March 23th, East Side to Baltimore, ninety-six miles, in two hours and thirty-four minutes. The regular running time is three hours and thirty-five minutes. Calnan is one of the

best and is a strictly Order man these fifteen years. I would like to see some comment on this run.

Bro. M. C. Smith, of Division No. 30, just a short time ago returned from a pleasant week's vacation trip to Virginia, and it is our pleasant duty to announce—not alone. Bro. Smith betook unto himself a bride. Congratulations, my brave brother, congratulations. We must report, also, the sickness of our newly wed brother. Bro. Smith was taken down with typhoid fever on the 27th of last month. It is to be hoped he will soon recover.

Bro. Overdorf now stands about first for a regular office. Bro. Harry A. Smith is on duty at Locust street, and Bro. Seibert at East Side. Bro. T. J. Stack is setting a good example. "Whoop her up," Tom.
Yours in S. O. and D.,
Div. Cor. 169.

Erie System Div. No. 42.

Meadville Division, West:—

Following are a few personals noted on our division during the month of March:

Bro. F. G. Buel, at Shenango, nights, enjoyed five nights' lay off during the first week in March. He was relieved by Extra Operator D. W. McKay, of Transfer, Pa.

Night Operator M. G. McDowell, of Atlantic, Pa., was off two weeks March 1st to 14th. He was relieved by Extra Operator Stevenson, of the same place.

R. J. Carrier, nights at Transfer Tower, was off March 1st to 7th. Extra Operator R. L. Doan, of Stony Point, Pa., filled his place.

Bro. C. J. Chapman, agent and operator at Borghill, Ohio, was off four or five days. His place was filled by Agent Stevenson, from Atlantic, Pa.

We understand that Mr. S. G. Dunbar, who has been embarking in the restaurant business at Erie yards, at Kent, Ohio, was called on to work nights at Freedom, Ohio, March 4th. We are glad to hear of Sam's success in the restaurant business.

Bro. George Elliott, operator and leverman of Pymatuning, days, is at present enjoying a short vacation. Extra Operator Doan, of Stony Point, is filling his place.

We understand E. S. Payden, who has been doing extra copying in "HF" office for some time, is going to return to his former place at Pymatuning as operator and leverman, days, in a short time. This will probably cause a few changes.

Boys, you should not overlook the item mentioned in our March number, by our brother on the Meadville Division, East, who holds Certificate No. 172. This is worthy of your hearty consideration, as the comparison made with the present date is a good one and should be sufficient to convince you that you are not doing your duty by staying out of the Order, as several are now doing. You all remember the usual salaries (in the days referred to in this item), were \$37.50, and at one place as low as \$34.50, when we had distant switch lamps to care for night and morning for six months out of each year, and wore uniforms the year 'round, and what great delight the train men took in sketching cartoons with chalk on the backs of our "nice-fitting blue suits," or soil our nice white caps while we would be taking a "31."

Now, after comparing the above days with the present, how can you say the O. R. T. has done you no good! *It has and is still doing so*, and you who are today enjoying the many benefits, and have never given the Order one dollar, should be ashamed to remain outside any longer. Besides, just consider the insurance which is now connected with the Order and within easy reach of every man. This one very important matter in the life of every man dependent upon his salary for the support of himself and family, should be another sufficient cause for you to become a member at once, if you cared for the welfare of your wife and children, in case of death.

This grand and noble insurance alone should influence every man to join, and we hope you will kindly and carefully consider this matter, and during the next thirty days every telegrapher outside of the Order may have his application for membership sent in.

We would be very glad to hear from our old friend, Mr. Spencer, of Ravenna, Ohio.

Yours in S. O. and D.,

CERT. No. 20.

Mahoning Division Notes:—

Bro. A. L. Taylor has resumed work at Washingtonville, Ohio.

Bro. C. E. Norway was off a few days the early part of March with la grippe. Bro. R. W. Bell relieved him.

Bro. J. C. King, extra man, has accepted a position as baggagemaster at Mantau, on this division.

Bro. E. B. Case, after an enjoyable vacation up in the wilds of Northern Michigan, returned to work on this division. He worked four nights at Mosier yard office in place of C. C. Blatt, who was injured so that he was obliged to lay off.

Bro. L. J. Way, days at Brier Hill office, laid off to attend a funeral, being relieved by Bro. F. B. Freedenburg, the night man, and who was in turn relieved, nights, by Bro. C. C. Sigle.

The news is rather scarce this month. You can't expect any news unless you send me some items for publication. Get them to me not later than the twenty-fifth of each month.

V. J. BEAUMONT.

Cincinnati Division, East:—

A. H. Derr got Tallmadge, nights, regular and will move his family there.

J. M. Wells decided to capture S. Akron, nights, regular, leaving that luscious job at Hills to the tender mercies of—dear knows who. Extra Operator Kauffman is now there.

Bro. S. W. Cunningham, at Sherman, has purchased a fine pacing "hoss," and from the looks of "Cunny" the other day, I think he must throw mud into the next county.

Bro. Tom Shea, at Wadsworth, nights, the day of the wreck at Rittman, was so anxious to get there, he ran away, leaving his girl behind, and now she is mad.

Bro. E. H. Guthridge, at Rittman, had his hands full during the wreck, and under such great excitement as prevailed there, we think he was remarkably cool on the wire. A word about the wreck may interest former Erie boys. No. 5, vestibule for Chi-

cago, in charge of Engineer A. W. Logan, engine 855, and Fireman Barney Ward, was going down grade on a straight track at the rate of from sixty to seventy miles per hour, when something broke on forward pony truck, derailing the engine. It ran for eight hundred feet on the ties when it struck a switch one-half mile east of Rittman, which naturally caused the engine to follow the switch and turn it almost completely around and on her side, pinioning Logan underneath the boiler; when found the reverse lever was run clear through him and his hand was on the throttle. The engine went to the left and the train went into the ditch on the right, all coupled together as if a track was built underneath it. No passengers were hurt, which shows how superior the vestibule cars are.

Poor Logan, he was a friend to all. Many a poor, sleepy night operator owes his job to Wallace Logan, because he sympathized with them, even if they did stop No. 8; he never reported them if he could make up the time. He was the Erie's best man, and was assigned to trains No. 8 and 5, both very fast vestibuled trains. And the best of all, he expressed to the writer that he was always prepared to meet his God with full hope of eternal life. Would that all railroad men were that way.

We are glad to announce that E. H. Mayer, working extra at Sterling, days, is now a member.

Bro. Knox is working nights at Sterling; don't know what for, more "mun," I guess.

Bro. E. H. Post, Certificate 121, C. H. & D. System Division, is now an Erie-ite. He is working extra at Creston, which is "open" on account of A. Williams being dismissed. We are glad to welcome you, Brother Post. May you be as a "Post" to support the O. R. T. He will soon be transferred to "42." Williams is working at Navarre, on the W. & L. E.

Bro. Russell, of Akron, rigged up a box with a revolving plane in it and filled it with mice captured in his office. After the railroad boys tired of the amusement at Akron, it was started out to learn the road. We have lost track of it; last heard of was at Huntington, Ind. Keep her a going.

All operators were asked the number of hours they worked, and when they went on and off duty, in a circular. It is presumed we are going to get an eight-hour trick (I don't think).

Bro. J. S. Collier, agent at Pavonia, is a new member.

J. S. Ryan got Pavonia regular, nights.

D. L. Cassel is at Rittman, nights, regular.

There is a new man on the division by the name of E. A. Howard, from T. & O. C.

Mark the names of those who have talked favorably of joining, and don't let them forget it. Everything is very encouraging, brothers, gather them in.

F. L. Robbins, car clerk at Galion, is very sick. M. E. Smith is "car man" and Cahill is working message wire, days.

Very few divisions have written this time. Don't let this drag along like this; write something each month.

Bro. Henderson, who used to work at Ontario, nights, is firing on the B. & O. passenger.

On Mahoning Division there will be a run put on where the brakeman only has four hours' work, and gets \$75 per month, so I'm told. Car inspector

at Akron makes \$80 per month, ten hours' work. Both of the above earn every cent they get and I'm glad to see them get it. Compare the operator, twelve hours' work \$50, highest salary (with one or two exceptions) on the division. Who is to blame? Yourself! Who can help you? The O. R. T. When? Now! Join it.

CERT. 71.

Cincinnati Division, West:—

We are glad to note the splendid success System Division is meeting with on the C. H. & D. The boys seem to appreciate it and come right in. We would like to see the fever spread to this division.

It is reported that two of the brothers south of Marion Junction are teaching students. How about this, brothers. Can you explain, or will we investigate?

Bro. Ballenger is the "heavy man" at Martel, nights.

Bro. Bayles and Fox are at Caledonia.

Bro. Robbins stays awake (?), days, at Slick.

Bro. E. S. Curry and wife, of Richwood, spent a week in Wadsworth. Bro. Cavanaugh is doing the extra work at "RD."

Will cut out now for fear of the office goat.

Yours in S. O. and D.,

CERT. 38.

L. E. & St. L. Div. No. 27.

Come, boys of Division No. 27, don't let two or three do all the hustling among the "nons." It is each brother's duty to go after his neighbor and get him in line. Each man has his own influence, and it will go farther with your neighbor than some man's from the other end of the road. Some of the boys have been grumbling because we have done nothing. I am afraid they do not realize what is to be done, that they expect it done in a few months.

It takes time and money to do anything that amounts to anything, and you should remember this when you are impatient. A few can't do what all can do.

All have heard of the expected change in the management of the "Air Line," and will understand that we are not too slow, as we would likely have to do all our work over, if we had secured a schedule with the present one. I hope we will not lose our present officers, but "the ways of this world are strange."

Now, boys, first pay your dues, then go after the "nons." Call on the Secretary and Treasurer for anything you want in the way of help, he has little of everything, except money, and if you all pay your dues at once, as you should, he will probably have some of that, too.

Don't get discouraged, hang on like that wonderful animal, the bull dog. Don't let up on a "non." He will come in directly just to get rid of you.

There have been a few happenings that I have heard of.

Bro. W. E. May, who has been sick for several weeks, has gone home to Cannelton until he is able to work. Bro. Griesbaum relieves him at "RS."

Bro. W. L. Goff was transferred from Francisco, Ind., to Wayne City, Ill., vice H. D. Thing, relieved.

Bro. A. W. Bender takes Francisco, leaving the owl trick at "OD."

N. D. Hunt came down from Louisville freight office to English, as agent, Sam Cummings, relieved.

Bro. J. W. March, day man at Huntingburg, is resting. P. F. Ryan is relieving.

Bro. H. G. Melton was relieved as night man at "HU." Don't know the cause. Operator Stubblefield is relieving.

I think I have said more than will pass that terrible goat. By the way, I understand Bro. J. Harris Rehl has bought that goat. I don't know what he paid for it, if anyone learns, let me know. Several East End boys met Bro. Rehl, and they will join me in saying that he is a "hail-fellow-well-met." When the "Clover Leaf" boys get enough of him send him down this way. We will give him a sandwich or two and something for his (?) goat. We have received six applications within the last two weeks.

CERT. 16.

What's the trouble with the "Air Line" boys that we can't get thoroughly organized, and have every operator in line within the next thirty days? Is it because the "nons" haven't the dollars to come in, or is it because they are insensible to the benefit they may derive through organized efforts? How utterly defenseless he is, single-handed, coping with organized capital. Now, boys, we should get after our "non" neighbors, and if their backwardness is due to the lack of dollars, we should endeavor to explain to them that they will never be better prepared financially than they are now, to enlist in the Order and help to arrange a schedule of wages and hours by which we may live and lay a few dollars by for a rainy day. We will get old some time and can't work, and the railroad companies will not pension us. After having worked for roads that have a schedule of standard pay, it appears to some of us that the "Air Line" management have adopted the plan of employing married men for their agents and operators, and fix their salaries so they can't get away unless they walk. They work their agents not twelve, but fourteen to eighteen hours a day, and when business increases shave their salary a little to scare them off from asking an increase.

Now, boys, it is our own fault that we take Hobson's choice. The telegraph profession can have as strong a union as there is in existence. Let us get out and bring the "nons" into line and strengthen our local division.

CERT. 22.

Harrisburg Div. No. 3.

Some of our members seem to be satisfied to allow a few to do all the work. The enthusiasm is, indeed, very limited in some respects, and I hope you will, one and all, lend a helping hand. Also kindly improve the interest with a larger attendance at meetings than heretofore. I also beg that each and every member will consider himself or herself an Organizer and work all you possibly can for the upbuilding of our Order, and may it be the height of your ambition to outwork one another in this noble endeavor.

Some of the non and ex-members on this, the P. R. R. System, will offer excuses for not joining our Order, while the benefit of organization is demonstrated to them on each and every locomotive and caboose that pass their offices. Some of

our ex-members say the reasons for their allowing themselves to become delinquent are that they are afraid the division would not be able to "hold out." I will say, if all the members had been as careless and indifferent about their welfare as they have been, its downfall would have been a settled fact, and I certainly would be ashamed to admit that I was a party endorsing its ruin, thereby cutting my own throat. It is time for these non and ex-members to examine themselves to see if they are of any use to themselves or anyone else. Some of these ex-members claim their reason for dropping out is that such and such a member did so and so. This is a good argument for children and people that have not any by-laws or constitution to adjust all these little differences. Experience, as a teacher, will show all of us that we are not without faults, and if we wish to observe the "Golden Rule" there will not be any use for the By-Laws or Constitution in such cases. Other non-members say they are waiting until someone else is ready to join and then they will join also. This is a poor argument, and shows a lack of personal dignity and self-control. Please allow me to ask how many of us would have grown to manhood and womanhood had our parents waited for some one else to provide for our wants? When you offer an argument to some of the non-members they exclaim, "Oh, my, we should be glad we have a position," etc. Allow me to say that if the railroad companies did not need us we would not have a position. But, since it is an impossibility for them to get along without operators it is their duty to see that we receive just compensation for services rendered. It is also our duty to not allow ourselves to do two days' work for one day's pay.

Dissatisfaction is the ruling factor among the operators on the Middle Division of the P. R. R., and in fact all over the country. Who is to blame for such dissatisfaction? Please ask yourselves this question, also compare your position and condition with the train crews and how they have bettered their conditions. They are also our brothers and are willing to give us their assistance, but we should first endeavor to assist ourselves. Please allow me to ask the non-members and ex-members to wake up. See where you are? Request a position for membership and let us have your support. Do not allow yourself to be led astray by promises, as they will not furnish clothes and food for yourself and family.

We do not expect to secure all the non-members on the Middle Division of the P. R. R., as some of them know absolutely nothing of Brotherly Love and refuse to learn anything, or listen to advice from their friends or their brothers in "flesh and blood." They seem to think no one has a right to enjoy this life but themselves. This is a sad mistake they are making and they are shunned on account of it. I sincerely hope they will see the folly of their errors before it is too late. Other non-members offer excuses, such as they "cannot afford to come into the Order, as the initiation and dues are too high, and they do not like the insurance plan," etc., etc. If you will take time to trace the daily life of a great many of this class of men you will notice they are great consumers of the filthy weed, also tipplers, and in this manner throw

away more of their hard-earned money than would keep themselves up-to-date. This, I am sorry to say, will apply to some of our up-to-date members. The Ladies' Auxiliary could, I think, draw a tight rein on some of our worthy members, also be of great benefit in the way of bringing in non-members and keeping them up-to-date, and I sincerely hope the ladies of our Order will not be in any way backward in placing their shoulders to the wheel and pushing most vigorously to bring about this result.

The insurance of our Order should be upheld and supported by each and every member that can pass the required examination, for its benefit is demonstrated quite frequently among the Trainmen, and particularly among those whose misfortune it has been to become maimed and crippled for life and who have not had the foresight to take advantage of the insurance until it is too late. The operators as well as the trainmen are not secure from accident, sickness or death, therefore, we should prepare for the ones we have to leave behind while we have the opportunity.

Referring to the agents joining and becoming members of our Order, or Auxiliary thereto, this, I think, would be of great benefit to us as well as a Godsend to them. Not only the agent should be considered, but the shopmen, machinists and clerks, etc., have even approached me on that subject and inquired if there could not be some chance opened so that they could enter the Brotherhoods. I would like to read good, reliable arguments on these measures, and if considered worthy, would be glad to see action on the same through the Grand Officers of the different Brotherhoods.

Now, dear brothers, allow me to ask of you a favor. When through with your TELEGRAPHERS, send them to some non-member. Hoping to see other contributors from Division No. 3, my 73 to you all. Yours in S. O. and D.,

NEBUCHADNEZZAR.

Missouri Pacific Div. No. 31.

Missouri Division, I. M.:—

Our Secretary and Treasurer, Bro. S. C. Mahanay, reports fifty-five applications received since January 1, 1899. This illustrates what can be accomplished toward organization when each member considers himself a duly appointed Organizer, and lets no opportunity escape to capture every "non" in sight, as some of the boys of Division No. 31 have been doing lately.

Bro. A. E. Hughes, of Axtell, Kan., deserves special credit for the work he has done in this connection. We understand that Bro. Hughes is like the editor of "Hoyt's Black Sheep," who went after his subscribers with a shotgun. Keep after them, Bro. Hughes; if it is necessary to use the shotgun on those Kansas "nons," let us know, and we will furnish the ammunition.

Bro. T. T. Seitz has been promoted from night operator at Piedmont, to the second trick, day job, at Poplar Bluff.

Bro. T. W. Cheatham has been transferred from the Fredericktown night office, to the better paying and more important position of night operator at Piedmont.

Sister M. A. Bisch had to "double up" recently

and work a twenty-four hours trick at Hogan, on account of the temporary shortage of operators.

Bro. E. W. Bissell, formerly manager of Poplar Bluff, still continues to do the heavy act at De Soto.

Bro. L. A. Halley, for several years night operator at Poplar Bluff, has been promoted to "GM" office, St. Louis. It is unnecessary to say that Bro. Halley is strictly "gilt edge;" his promotion—a well deserved one—shows that.

Bro. R. S. Wilson is holding down the managers chair at Poplar Bluff at present.

Opr. Curry was off several weeks recently, on account of sickness in his family. We are glad to note that he has resumed duty again at the old stand—Arcadia.

Bro. C. S. Frost is holding down the night trick at Hematite.

The writer of these lines has had the great pleasure of signing four different applications for non-members, who were anxious to get in out of the rain, during the past twenty days, and he still has a good pen and plenty of ink left; so let 'em come.

Bro. G. D. Howell is working at Fredericktown, as operator and clerk.

Bro. Randall, of Morehouse (Cairo Branch), tried his hand on the main line for several weeks during March, relieving Bro. H. R. Smarr, agent at Mineral Point, who was laying off.

Bro. S. B. Crain, who has been acting as agent at Morehouse, vice Bro. Randall, relieved Opr. Sutherland, at Williamsville, for several weeks.

Bro. Jas. L. Brierton, of Ironton, one of the five delegates to the Second Biennial Convention of the Order, from the Missouri Pacific System, Division No. 31, which meets at Peoria Ill., May 15th, has received his credentials as a delegate, and will look after the interest of this division while there.

The gravel pit at Mill Spring is in full blast now, and as a consequence Bro. Allison will be kept busy billing out the product of old Black River.

There are a few "nons" on this division among the young bloods who should be in line. Get after them, boys, and see if you cannot show them the error of their way.

Bro. Rodgers, of Hendrickson, is taking a thirty days' rest; Opr. Jose is relieving him.

Opr. Peak is holding forth, nights, at White House. A lonesome old job, sure, and not enough room in the "depot" for a fellow to sleep, lying down.

CERT. 5.

Arkansas Division, I. M.:—

Bro. Wilson, after being absent a few days, has returned to duty again at Gurdon.

Bros. Mason and Parkins have exchanged positions, Eldorado and Texarkana.

Bro. Jernigan is at Maivern again, having been away for thirty days, visiting.

On account of Bro. Butts leaving the service, Bro. Herrin is all night man, and Bro. Clark in his place, "CF," Little Rock.

Bro. Singleton is welcomed back to his post, after quite a severe spell of La Grippe, at F. S. Crossing. Bro. Walsh is a handsome addition to this office.

Sister Briggs, whom we all missed so much, has returned to duty, at Beebe. She was unable to do the telegraphing on account of a very sore hand. Bro. Rambo assisted her with this work, while Bro. Sowell performed the night duty.

Bro. Morgan made a tourist trip to Little Rock last week, from Baldknob.

Bro. McNeill got in a couple of nights work at Baldknob this month, on account of Bro. Goodwin's wife being sick. We are pleased to learn that she has improved, and Bro. Goodwin resumed duty.

Bro. Kellogg is resting a few days, at Newport; Bro. Korner is relieving him.

Bro. Hopkins has been added to our late arrival list, and is doing night duty at Alicia.

Mr. S. L. Crandal, who, up to a week ago, was agent at Knobel, has departed, leaving no address. Bro. Beard has been transferred to Corning; quite an advancement from Neeleyville. He is entirely competent and worthy.

Bro. Beville is regular at Neeleyville now.

After remaining closed for several years as a telegraph office, Harviell, Mo., is now a telegraph office, and Bro. Foster installed as agent and operator. We are all glad to hear the familiar "O. K. F." at "H." again.

Business is holding out well; the boys are all working, and no complaint of hard times. Our Chief Dispatcher, Mr. A. Bohlinger, has been promoted to Trainmaster, vice C. M. Hunt. The boys in general think Mr. Bohlinger will make quite a suitable man.

Chief Dispatcher M. S. Halladay's territory has been extended to Poplar Bluff, and like Mr. Bohlinger, the boys think Mr. Halladay is equal to the emergency.

Central Division, I. M.:

Bro. Williams has returned to duty at Pollock, after being absent for two months, on account of having his eyes treated.

Bro. Bush seems to think more of Louisiana than Colorado, after sojourning in the mountains of the latter state for some time. We are glad to see him back at his post, at Columbia.

Riverton, La., has recently been established as a terminal station, and Bro. W. K. Bush is the lucky agent and operator.

Bro. Owen, of Wilmot, was called home to Colorado, on account of the death of his sister; he has our sympathy.

Bro. C. T. Lippard is pleasantly located at Montrose, as agent and operator.

Bros. Reed and Nowlin have exchanged agencies; Wilmar and McGehee Junction.

Bro. Savage has returned to Warren, after a lengthy northern tour; he was relieved by Bro. Hollinger.

Bro. Brown is figuring on a trip West in the near future.

At Dumas, Bro. Granes has again taken charge, after visiting the Mardi-Gras festivities at New Orleans.

Bro. Hart is the popular agent at Hensley.

Bro. Dewoody has been transferred from Tullos to Redfield.

"N" office, East Little Rock, has been removed just across the junction bridge, with Bros. Legrande and Morrison in charge.

Bro. Duey has resumed duty, after a few days' recreation at Russellville; he was relieved by Bro. Kennedy.

Bro. Roach is holding down "SM," Port Smith, having been transferred from Conway.

Bro. Julian, at Talala, is kept very busy on account of stock shipments from his station.

Superintendent McKee has returned from a three weeks' sojourn at Hot Springs, much improved in health.

Eastern Division, Mo. Pac.:

Bro. J. M. Kelly is absent from "TU," and Bro. I. W. Davis' "OS" has an old familiar sound down that way.

Five refusals to accept students is the record of Sedalia, Kansas City Division, for March. "Face about! Forward March!"

Bro. I. W. Davis gave nightly exhibitions at K. C. S. W. Junction, in absence of Bro. Thompson.

The hours of duty at Little Blue have been amicably adjusted, to the satisfaction of all concerned.

At present there is trouble experienced to find an operator to fill the vacancy at "X," Sedalia (the position established after the schedule was effective). Combinations, clerical and terminal wire work, seems to be a strong proposition for its remuneration.

Brothers, we want more reapers, and not so many watchers. Get in line. Thorough Organization means peace and safety.

IN MEMORIAM.

Died at her home in Independence, Ind., March 15, 1899, the beloved wife of our esteemed Bro. C. S. Thompson.

Stricken suddenly with a complication of diseases that baffled the medical fraternity of that city, she lingered but two brief days, and passed away to the Great Unknown beyond. Some days prior to her sudden demise, occasion arose in conversation with a neighbor woman, to state that she was at peace with her God and Creator, and it fills our hearts with gratitude to realize that in this fleeting, fitful life she was so guided by the spirit and love of things eternal, that now, when she sleeps the sleep that knows no waking, we can feel that it is well with her soul. She was a devoted wife and a loving mother, and all who met her in her life loved her, and e'en tho' human sympathy cannot console a broken heart in a like calamity, yet we cannot refrain from expressing (tho' words seem inadequate) our heartfelt sympathy for the brother in this great bereavement.

Union Pacific Div. No. 6.

Third and Fourth Districts:

F. E. Rydberg, Chappell's "hawk," was called home to Hastings, and presented with a fine girl baby. Where are the cigars, "Ry?"

Opr. Stewart was reinstated and relieved "Ry," at Chappell.

W. J. French is reported on the sick list at Lodge Pole, with Stewart relieving.

Agent Carpenter has returned to Sutherland from a two months' siege of typhoid fever.

Secretary and Treasurer R. R. Root has gone to Omaha from Pine Bluffs, to look after O. R. T. interests; J. W. Abbott, from Sutherland, acting agent.

Agnes Osborne, formerly "owl" at Pine Bluffs, was transferred to Amherst, on the K. & B. H., as agent, "Shy Anne." Agnes misses you, Ed.

J. W. Crawford, from Saco, Mont., on the G. N. R. R., a member of Superior Division, is visiting at Hilldale.

Chief Dispatcher H. V. Hilliker is on a vacation and gone to Iowa. Clabaugh says the four to twelve push is chief now.

Opr. Masse worked a few nights at North Platte, Cox working "D's" nights; Marshall and Anderson, days.

Opr. Hood, at North Platte, layed off a few days.

Agent Lympus was transferred from Odessa to Egbert, while Agent Bridges was transferred to Odessa.

Agent Roberts, of Hillsdale, has branded his calf O. R. T. The calf seems to think the brand is pretty warm "doins," as he points that end toward the blizzard. Wish our two nons would have a little calf sense, and get an up-to-date card; they might use it as an overcoat.

"SOMBRE."

Fifth and Sixth Districts:—

Bro. Thorne has been called home to attend the funeral of his brother, who was killed in the battle at Manila. Phil has our deepest sympathy.

Bro. Brown is acting as agent at Medicine Bow during the absence of Bro. Thorne.

Bro. Heasman is still day chief at Simpeon. Bro. Sanford does the "OS" act and reports weather at night.

Bro. Kipka dodges snow from the rotary and copies 13 at Lookout, days, while Bro. Pierstorff does likewise at night. We understand the Dug-out smoke-stack has not blown down since Bro. Harris left Lookout.

Bro. Wilkins bills hay and sells coal at Wyoming, days. Bro. Horiasey holds down the easy chair, nights. Ho. says the big show begins at two o'clock in the morning, when the coyotes perch themselves upon the cliffs and display their melodious discord.

In Laramie "KI" offices "Did" Smith wrestles with the "horn" days, while Fred Potter leaves the office at seven o'clock in the morning with a kink in his back, which he says was caused by fluring mileage. Stay with 'em Potter, every day will be Sunday by and by.

In Laramie "DI" offices we have Mr. Stewart, chief; Mr. Hobbs first trick, Mr. Moody second, and Mr. Bevington third, in the Sixth District; and Mr. Walsh first, Mr. Kip second and Mr. Chandler third, in the Fifth District.

Bro. McGrath hunts fossils at Aurora, days; the night office has been closed.

Mr. Farrell stays close at Coopers Lake, days, and Mr. Townsend does likewise at Harpers. Good jobs for economical men, if one could only live on mo. ntain air and scenery.

Bro. Brockley holds Dana days. Jim says he has been advised that, beginning April 1st the flanger will discontinue handling United States mails.

Bro. Clark is at Red Buttes, days; Bro. Miller, nights.

Bro. Sprague is at Tie Siding, days.

Bro. Morgan is at present "slingin lightning" at Medicine Bow, days. Mr. Evans manipulates the keys, juggles mail and makes manifests at night.

At Ft. Steele, Bro. Wright is agent, Bro. Sammons day operator, and Bro. Harry Harris, nights. Harry recommends Ft. Steele as a good place for

operators who have become weary through indoor confinement to go to recuperate. We understand Bros. Wright and Sammons have several copper claims near Grand Encampment, Wyo., and are making arrangements to do some prospecting as soon as the weather will permit, and as there have been some rich mines opened in that vicinity, we have no doubt but that the boys will reap a rich harvest.

Bro. Hutchings is at Sherman, days, and Mr. Carey nights. Hutch says there is nothing in the poultry business since the trainmen got on to the location of his coop.

At Buford Bro. Peters works days, and at night, arrayed in ghostly attire, makes bargain counter rushes to shut off the bell.

Bro. Branson holds Granite, days, and Bro. Kiger does the owl act.

Mr. Scandian signs the balance sheets at Rock Creek. Mr. Spalding keeps tab on night trains and acts as local agent for M. Born & Co.'s clothing house, of Chicago.

Bro. Haggood holds Carbon, days, and Bro. Jim Sharick, nights. Trainmen say Jim is the best owl on the pike.

Bro. Joyce still holds Corlett, days. Bro. Joyce is well pleased with "CJ," as he can now get home occasionally to see his ma. (?)

We are pleased to note that Bro. Higley has fully recovered from his recent illness and is again on duty at Allen Junction.

In Cheyenne "MC" offices, Messrs. Sullivan and Reals are on days, and Mr. A. Shearer, nights. In "N" offices, J. Cook is manager, and Walker, Ross and O'Herne are operators. We do not know why Ross refuses to work at any other point, but as Cheyenne has a goodly portion of the fair sex, it would seem that this is the only reason for his remaining there.

"Nons" are getting scarce on the Fifth and Sixth Districts. Let the good work go on.

If this don't choke the goat I may come again.

CERT. 47.

Newark Div. No. 118.

The writer was appointed Division Correspondent at our regular meeting on February 11th, but, owing to a pressure of other business, I was unable to prepare anything for our March number, but I will try to make up for it now.

There have been several important changes on the C. R. R. of New Jersey lately, several heads of departments having been asked for their resignations, to take effect April 1st, and the end is not yet, and while everybody is wondering who will be next, let us take the advice of our genial friend, Ed. Farley, who says: "If you have a job at all, say nothing, but saw wood." Boys, saw wood. Of this I may have something more to say in the future. I have other things to write about just now that will, I am afraid, more that fill the space which will be allowed me.

Now, boys, I want to tell you about a meeting held by us on February 11th. There were only five members present. It sounds rather discouraging, does it not? But we had a royal good time, as we were in earnest, and all meant business.

Bro. Simpson told us about his trip to Trenton as our representative of the Legislative Board, and as

he was the only O. R. T. man present, he was shown an unusual amount of courtesy by the members of the other organizations present. We also decided at this meeting to hold only one meeting per month in the future instead of two, as heretofore, and, boys, don't forget the date, which will be the second Saturday night of each month, and we all made up our minds to see to it that this one meeting per month should be well attended in the future.

Now, boys, you must attend meetings. Surely you can arrange to attend once a month. Remember this meeting is not only their meeting and our meeting, but it is *your* meeting as well. We are discussing questions every time we meet that are of vital importance to every member of the division.

Our regular meeting, on March 11th, showed the effects of our extra effort. We opened with fourteen members and two visiting brothers present. Sounds better, doesn't it? And we all had a good time.

Past Chief Bro. Simpson read to us the bill that had been presented to the legislature by their Legislative Board, and commented on its progress, which seems very satisfactory thus far on its journey; and let me add right here that in Bro. Simpson Division No. 118 has one of the most tireless and energetic workers it has ever had, and if every member of our division showed one-half the interest that he does, we would have to hire a larger hall.

I might mention a few others who are doing good work, but space will not permit, as I wish to introduce you to our visitors.

Bro. B. E. Enright gave us a very interesting address. Bro. Enright is a member of Buffalo Division, No. 8, and is an eloquent speaker.

We also had a few warm words of welcome from Bro. J. M. Wilson, of Philadelphia Division, No. 30.

Bro. Snyder, of our division, also gave us a very interesting talk.

We had a few members present who rarely ever darken our doors, and still they are good men and true. Boys, if you only knew what pleasure it gave the regular attendants to see you present you would never miss a meeting in the future. I can name others who have been members for years and have never come near the lodge room—men who work days and pay their dues promptly.

Boys, you may think I am finding fault, and so I am. It looks to me as if you consider the O. R. T. a good investment. You pay your nine dollars per year and get a hundred dollars per year benefit and let a faithful few do all the work, while those who do the work reap little or no financial benefit whatever. Suppose none of us attended meetings, how long do you suppose you would be reaping the benefits of our schedule? Have you ever given it a thought?

I hope I will not have occasion to write such a scolding letter again. I mean this letter for the members of Division No. 118, but I have no doubt there are other divisions afflicted the same way. Let whomever the cap fits wear it long enough to set them to thinking that it is about time they are taking an interest in their own business. Some of those I refer to in this letter are personal friends of mine, and I wish them well, but they must attend meetings or they will hear from me again.

Very truly yours,

Div. Cor.

M. K. & T. Div. No. 22.

A half dozen new members a month isn't so bad. That's our record so far this year.

With all good men on our Local Boards we ought to do good service, and no doubt we will.

Some of the contemplated changes last month were not made, and Bro. E. E. Delaplain is still at Beagle, and Bro. Findlay at LaBette.

Bro. Chas. F. DeBus is working days at Chetopa now. He had been laying off for a few weeks.

Sister Anna McLane is back at her old place as agent at Goodrich after a rest of a month or more.

Bro. L. W. Delaplain is relieving Bro. A. M. Harry as agent at Mound Valley.

We are sorry to note that Bro. A. M. Harry has been compelled to lay off on account of the serious illness of his wife. They have gone to San Elizario, Tex., for her health. We hope the trip will be beneficial, and that Bro. H. will be back with us soon.

During the month several minor grievances have been adjusted very satisfactorily to all concerned.

Quite a number of the boys are paying dues each month, and we hope all will be in good standing before long. If there are any of you who find it impossible to pay up, let us know, and we will see that you are not dropped from the roll. Some of the brothers may not understand about the insurance assessment. Even if you have not paid current dues, you should keep up the assessments in this department, for should you let them fall behind, you are suspended, even if you hold an up-to-date card. Please be careful in this respect and do not allow yourself to be suspended for this cause.

The mailing list of THE TELEGRAPHER has been revised, and if you are not getting it write Bro. Perham about it.

It seems that the boys on the North End are being tormented by requests to teach students. We are glad to say that the boys have respectfully declined to accept anyone for such purpose, and it is not expected that any official will try to make any of the boys do this against their will. Should it be attempted, notify your Chairman and steps will be taken immediately to put a stop to it.

CERT. 20.

Bro. Uhls is with us again at North St. Louis. He is one of the truly faithful, and we are very glad to have him back.

Bro. Scott is now agent at Hamburg, having traded jobs with Bro. Rouse, which puts Bro. Rouse back at his old place, Tebbetts, Mo. It is a very nice arrangement.

Bro. T. F. Chiles, of McKittrick, has handed in his application with the necessary equivalent, and we are very glad to welcome him as a brother.

Mr. Maddox, Chief at Franklin Junction, was in the Hospital for a few days, but is now able once more to keep the boys on the St. Louis Division moving.

Operator Freeman, of Outer Depot, Hannibal, is away for a thirty days' rest.

Mr. Tooker, agent at Monroe, Mo., has accepted a change to the agency at Louisburg, Kan.

Bro. Starrette, agent at Burton, goes to Clifton, Mo., as agent, in place of Mr. Manuel, who goes to Montrose.

Bro. C. G. White gets the agency at Burton.

We understand that Bro. Cowell, at Chilhowee, is desirous of a change on account of his wife's health. Bro. Cowell is all right, and we do not want to see him leave "The High Line."

Bro. L. R. Dains, agent at Paola, and for the last seven years with the "Katy" in various positions, has resigned to accept a position with the Southern Pacific at Tucson, Ariz. He leaves the "Katy" for a better position, also hoping that his wife's health will be benefitted by the more congenial climate of Arizona. He leaves a host of friends on the "Katy" whose best wishes go with himself and family to their new home.

Bro. Flickinger, of Montrose, gets the agency at Paola. We hope Bro. F. will find "The High Line" both comfortable and profitable.

Bro. Baldwin, for the last twelve or fifteen years agent at Louisburg, Kan., has resigned his position. We have not learned where he goes, but wherever it may be, our best wishes for his success and happiness go with him.

CERT. 80.

F. & P. M. System Div. No. 39.

Bro. Griswold, of Manistee Junction, is on the sick list, and Bro. Pearly J., of Evart, is doing the temporary act during his absence.

Bro. Eldridge, of Coleman, relieved Mr. Brown, agent at Custer, during his recent short illness.

Bro. E. N. Totten, formerly ticket clerk in the Manistee office, has been promoted to a like position in District Passenger Agent Tousey's office in Detroit.

Bro. Laing, of Jeddo, attempted to take a short vacation recently, but the young man sent to relieve him "threw up the sponge," forcing our worthy brother to put his ground on the vacation branch.

Bro. Ball, of Milford, has just resumed duty after a short siege of the grip. Bro. Dolph, of the traveling corps, relieved him.

Bro. P. N. Moore and his pipe, of Birch Run, have been compelled to retire from duty for a short period and seek recuperation under his own roof, where he is able to enjoy while on duty about three hours' rest each night. There are better hours in store for you, Pete. "Chawley" Pickle, of Highland, is relieving him.

Our worthy brother, A. T. Landry, has been appointed superintendent of transportation on the Air Line, having charge and full control between Kirk, Potter and Warren. The private conveyance made its first trip on February 28th. The motors refused to work at Potter on account of the heavy grade, and it has been decided to lay the track around to Astor. Connection will also be made with Doogans.

Bros. Long, of Pt. Austin, and Ud, of Northville, made the boys in Saginaw a visit recently.

Bro. Burt was called to Davisburg recently by the serious illness of his father and mother.

Old man Corbus, the German comedian doing the owl act at the Ludington ticket office, says there is nothing like married life after all. He was married but a short time ago to one of "Chicago's gilt-edged four hundred."

Evart is a solid O. R. T. joint, and Bro. Cudney,

as well as the rest of the fraternity, is highly elated over this fact. It seems, through some erroneous reports that this station has been booked in the ham factory column for the past three months. When, in reality, it was solid for the Order. We may as well add, however, that Hersey comes very worthily under this "H. F." head, and we wonder what the agent there is doing with so many grindstones in his coal shed.

Bro. Husted being located at Clyde, nights, and Bro. Brooks, days, makes this another solid O. R. T. joint on the pike. We wonder at Bro. Husted not holding out for a day trick somewhere, as he was but recently married.

We surmise Bro. M. B., of Clare, does not know the officials of the Division.

We understand there are several new arrivals on the line. Boys, you want to get after these fellows and jog their memory. They'll all stand for it, don't you know, and we wish to reduce that remaining five per cent. of non-members as much as possible. If in need of any literature it will be gladly furnished by the Secretary of the division. I would especially request that some of the brothers write up an article for the next issue of our official organ. Don't you find any time, "A?" News is very likely to become stale, from one source, you know; and, furthermore, the doctor frequently tells us a change is beneficial.

Col. B. J. W. says the owl sit. at Clio is the only job on the road. Has Minnie returned to town?

We were pained to learn of the death of the mother of Bro. Parks, who died in Flint on February 6th. Such unfortunate occurrences necessarily make gloomy surroundings, and the finals of our daily routine seem never to connect so smoothly. Bro. Stroupe was also called to Clare on the 15th ult. by the death of his wife's mother, Mrs. Rockerfeller. The fraternity feels greatly the sorrow which must needs have befallen our kind brothers and desire to express their deepest feelings of regret that they should be placed in such mournful channels and be compelled to bear such sorrowful burdens.

Div. Com.

Baltimore and Ohio Railway.

"Excess Baggage," a lively and entertaining correspondent, writes an article for the March number of THE TELEGRAPHER in which he enumerates the brothers on the west end of the B. & O., or that part of the Division between Garrett and Chicago. The showing is very creditable, but it might be better, and it is to be hoped that "Excess Baggage," and some other equally enthusiastic brothers, will use their energies in making it so.

"Excess Baggage" concludes by asking Bro. Streely "how it was on the east end" (between Garrett and Chicago Junction). The condition of the east end can be summed up in almost one word — solid. There is one little hindrance in the use of that word — the presence of one man who is not within the fold. Aside from this instance the Organization on the east end, so far as I know, is perfect. The east end points to this condition with pride, and challenges the railroads of America to equal it.

C. S.

Long Island Railroad.

The freight traffic is running very heavy, and additional freight crews have been put into service.

Bay Ridge was closed on the eighteenth inst. All traffic that formerly passed through that yard will come through the North Shore yard in the future.

Bro. Wm. McEwen took charge of the night position at Newtown.

Bro. F. C. Conklin, agent at Deer Park, spent a few hours in New York City, on personal business.

Sister Katharine Hammond, who for some time held a position as operator at Hicksville, was transferred to Oyster Bay.

The well-known interlocking painter, Mr. Callishaw, has painted several new machines and improved the appearance of numerous old ones.

The new seniority system is greatly appreciated by the boys so far. Let the good work go on.

Oh, yes! Several students are making life worth living. (Nit.) One, especially, and he is located at the main office.

Bro. Thos. Hawkins, agent at Amagansett, and Bro. F. F. Beale, agent at Good Ground, are two of the busiest agents on the road. Anyone wishing to know why, need only to apply and they will be pleased to answer.

Bro. C. D. Smith, formerly located at Greenlawn, is now at Gallion, Ohio, and working for the Munion Route.

Bro. A. D. Johnson, the gentlemanly operator at Riverhead, is confined to his bed, and is at present with his parents at Islip. Hope to hear your familiar sign ere long. "JN."

Bro. W. E. Rogers is holding down Riverhead during Bro. Johnson's absence.

It affords me much pleasure to announce that the majority of the Long Island operators are members of our Order, and more have promised to join this coming pay day. No one need hesitate to write to the Secretary and Treasurer for application blanks and any information desired.

Dame Rumor has it that the Summer schedule will go into effect during the month of May.

The new yard at Jamaica is nearly finished. After its completion all freight trains will leave from Jamaica instead of Long Island City.

Bro. Dotty has resigned the position of night towerman at Elmhurst to accept a position with the Auto Fire Alarm Company, in New York. Success to you. "VT."

Bro. Wm. McEwen has accepted the owl trick at Elmhurst, and has again taken up his abode on the terrace.

The agents on the North Shore Division expect to soon have their relief agent back. He was taken off to reduce the expenses for the Winter. G. W. is welcome to come as soon as possible.

Bro. G. W. Penny is relieving agent at Huntington.

Bro. W. A. Tripp, agent at Elmhurst, has been obliged to take a few days off on account of sickness in his family.

Bro. Swann, of Whitepot Tower, is on the sick list.

Several of the boys attended the show given by Bros. Hintershitz and Reese, at Ozone Park. They report a very enjoyable entertainment, after which they indulged in spelling, etc.

Bro. C. G. Curtis, at W. F. tower, is failing fast since he has given up the little Dutch girl. We feel sorry for you. "C."

Bill Nye has returned from his trip across the continent and has his eye again on the boys.

The L. I. will run trains to Manhattan Boro via Flatbush Avenue and Brooklyn bridge before the first of May.

Bro. Jackson is working a twelve-hour trick at Flatbush Avenue, but we understand he will resume his old trick when the incline is completed.

Bro. John Tucker looks after Stone House Curve, days, and Bro. P. A. Calloway, nights.

Bro. L. S. Brown, formerly agent at Wading River, is now employed by the Manhattan "L" at Eighty-fourth street and Third Avenue, New York City.

Bro. Scarborough, formerly in the employ of the P. R. R. is now working nights at Hopedale.

Bro. Arthur Best, operator at Sag Harbor, has returned from a three weeks' vacation, visiting his parents and friends around Dresden, N. Y.

Bro. D. A. Strohl, agent at Montauk, and formerly a member of Division No. 131, transferred to New York Division No. 44. More of the brothers of for-

sign divisions who work on this road should follow Bro. S.'s example, and unite with us, as per Section 44 of the Constitution.

The conductors on the L. I. System, Wednesday evening, the twenty-second, organized a lodge at Long Island City with sixty charter members. Formerly the conductors were members of New York City Division No. 64.

Bro. W. E. Groman, formerly in the employ of the L. I. Ry., is now working for the C. R. E. of N. J. at Glendon, Pa., having resigned from the Postal Telegraph Company, at Bethlehem, Pa.

Bro. H. E. Place has been transferred from Queens street Tower to Corona Tower.

Bro. P. H. Hays, of Grand street Tower, did extra duty at Blissville Tower for a few days, relieving Bro. Frank Hyde.

Bro. E. R. Fox, agent at Aquebogue, is quite a hustler, and brings the boys on the east end in line.

Bro. R. M. Pucell, our active Organizer, has "multiplied." Its a girl.

The Delaware and Lackawanna Railroad Company are now running Sunday trains for the first time in thirty years. The operators on that road will receive no increase.

The union meetings held by the four Federated Orders are a great success and well attended. Do not wait for a special invitation to attend, but consider this as an invitation and call on the third Sunday of each month at three o'clock in the afternoon, at 97 Borden Avenue, Long Island City. All union men of the Federated Orders are welcome.

Bro. Gleason entertained some friends in fine style the other evening, and ended up in treating them to the latest drink in the Bronx burrough.

Bro. Thompson, of the transportation department of the Manhattan "L," we understand, is soon to take a partner to help him spend his surplus.

Bro. T. E. Jones, of Division No. 8, is holding down Twenty-eighth street and Third Avenue "L" station, days.

Division No. 44 meets on the second Friday evening and Fourth Sunday morning of each month at No. 97 Borden Avenue, Long Island City. All members who can are earnestly requested to attend the meetings of April 23d and May 12th, as business of importance will be transacted.

A. J. A., Div. Cor.

Canadian Pacific Div. No. 7.

Ontario and Quebec Division:—

The members of this section are now indebted to our local committee, headed by its chairman, for the appointment of a correspondent, whose duty will be to secure as much as possible and send to the editor for publication, all matter of interest to the membership.

As the above arrangement has just been completed, very little news has yet reached your humble servant, but I would like for some of the ex- and non-members of the Champlain section to read carefully, chew and digest the following letter, received from a sub-correspondent, touching upon the selfishness of man. No, this term is too humiliating for some are probably not so guilty, but let us call it forgetfulness. We must admit, however, that they do not forget part of their increases on the bank's counter when having their wage-checks cashed.

The Northern section men, several dispatchers, agents and operators, are also cordially invited to the feast, of which the "menu" referred to above follows:

"One would naturally think, and even expect, that since the O. R. T. men have secured on this road a schedule which has raised the wages of all employees connected with the telegraph service, from ten to twenty-five dollars per month, and an unsurpassed set of rules, which provides for each what is due to him, in seniority rights or otherwise; one would naturally expect, I say, that every dispatcher, agent or operator, who is benefitted thereby, directly or indirectly, would join the ranks of our noble Order, in acknowledgement of their gratitude, or if you will, as a courtesy toward those brothers who devoted their days and nights to bringing about this happy result. Alas, a glance over the membership roll shows that on the Champlain and

Northern sections particularly, a large number who are enjoying the benefits of organization, are non-members, and worse still, some are ex-members. On the Sherbrooke and Newport sections, things are in a much better condition, but there are a few yet who should belong to the fold. A peep into the dispatcher's office also reveals non-members. Let every man there ask himself: "Am I a member?" And he who is not will quickly find it out, and quickly remedy this, I hope. Now, boys, let all those upon whom this statement of actual conditions touches, send in their application for membership the day after payday, and be our friends, nay, our brothers, assisting us to carry on the good work, promoting the welfare of the great O. R. T., and of one another, and helping by your co-operation with us—and we need it—to maintain and improve our common interest."

I trust no one will take the above to heart, but simply think it over carefully, and call on Bro. Smith, our local Secretary, for petition blanks and the necessary information required by prospective members.

Congratulations, Bro. Sinclair; it's a daughter. I'll have a cigar!

Bro. Gough, of Sutton Junction, is off on a matrimonial errand. Our best wishes accompany him and the happy lady.

Bro. Woodworth is "howling" for Bro. Sinclair, during Bro. Gough's absence.

Our Local Chairman, Bro. Van Antwerp, has the heartfelt sympathy of all in the death of his beloved mother, occurring February 11th.

Opr. R. A. Sewell relieved Bro. Van Antwerp, at Richford, during the latter's absence to his mother's bedside.

A meeting of the local officers was held at Farnham, on the evening of March 1st, and the General Secretary, Bro. Sinclair, and Bros. Van Antwerp, J. H. Smith and Devault were present. The condition of affairs on the section was thoroughly reviewed, and found in most satisfactory order; there is, however, much good work to be accomplished, and it is hoped that all members will give their individual assistance in bringing about the desired progress, and will assail with kindly words and attention their non-member neighbor, until this one throws up the sponge of enmity to the Order and self, by falling into line with the majority. The seniority list of January 1st, recently distributed to the membership and others, was carefully gone over, and several errors discovered. Your local board expects to have it revised and corrected shortly. Matters of interest to the Order at large were also discussed freely, after which the meeting adjourned, and the members repaired to the home of Bro. L. H. Devault, where an oyster supper and refreshments awaited the heroes, who candidly thanked Brother and Mrs. Devault for this kind courtesy, to which honor was done.

DIV. COR.

'Tis said teacher Savaria, of St. Pie, left in a hurry. Bro. Swan says three students were in charge when he arrived to relieve him.

Bro. Choquette, of "V," is now agent at St. Pie, and he requires no help.

Bro. Gregoire, of "JS," was appointed as agent at Versailles. This station has a residence connected, but "G" will keep no bachelor's hall.

Bro. Poitras, of "G," succeeds Bro. Gregoire as operator at St. Johns, and is relieved at Magog by Bro. Bertrand.

Bro. Coderre is now working days at Lennoxville, while Bro. Burns enjoys himself with Megantic's young ladies.

Bro. Swan is relieving Brother Jenne, agent at Sutton, and Bro. Strype is relieved by Mr. Sullivan. Bros. Jenne and Strype sing a duo, entitled: "Just tell them you've seen us, and we'll be back some day."

Dispatcher J. B. Smith is promoted to first trick, at Farnham, in place of Bro. Benedict, who goes to Smiths Falls, and takes with him the best wishes of all the boys on the Newport section. "Q. D." says old Cockroach is coming back to take the branch as second trick. Welcome back, by all.

"D."

London Section:—

I have been watching THE TELEGRAPHER month after month to see something from the London section, but in vain; so I thought I would make a start and give you what news I can.

All the boys on this section are strictly O. R. T., with the exception of one or two, and we hope they will soon see the folly of their ways and come with the majority.

I will give a list at the principal stations, and if this meets with success will come again. We have in our dispatcher's office at London, first trick dispatcher, Bro. A. L. Smith, second trick, Bro. W. Killingsworth, and third, Bro. J. K. Savage; Bro. J. E. O'Neill, day operator, London, Bro. R. H. Routledge, nights. At Windsor, Bro. P. Weisbrod, days, Bro. J. A. Ryckman, nights.

Bro. T. J. Crotte has been promoted from day operator at Windsor, to agent at N. Newbury.

Bro. A. W. Gould, days, at Chatham, while our right worthy Assistant Chairman, Bro. R. R. Jelly, holds it down at nights.

At Woodstock we find Bro. T. S. Robinson, days, Bro. Dowling, nights.

At Ayr Bro. Cassie signs the balance sheet, and Bro. Brawley taps the wires at night.

The next stop was Galt, with Bro. Casson, days, and Bro. Thompson, nights.

At Guelph Junction Bro. J. Smart looks after business in the day time, while Bro. J. W. Mitchell pounds his ear at night.

At Streetsville Junction we find Bros. J. Shaw and J. B. Crassett attending to the telegraphing, while Bro. J. C. McHenry does the bossing.

This is where I change cars for the North, so I will step out.

The funeral of the late Chas. Woodruff, brakeman, who received fatal injuries while coupling cars at Streetsville Junction, took place at Streetsville on the 21st, and was attended by a host of friends and relatives, there being a special train run from Toronto Junction with the remains, and a large number of railroad employees. The floral decorations were numerous, and among them was a pillow of flowers from the O. R. T. boys on the London section. His widow and friends have the heartfelt sympathy of this Order in their sad bereavement.

I notice a piece in our March Journal from the North Bay section, signed "Bluestone." I am inclined to think his statements in regard to the officials ignoring the rule relative to seniority and promotion about right. I know of some cases on this section where the same thing is allowed to be done, and I think it is high time we have a stop put to it. CERT. 1080.

Smith's Falls Section:—

The brothers will please excuse me for referring to them as Mr., instead of Brother. I intend to post myself before writing again.

Mr. McCormick moved from Avonmore, nights, to Smith's Falls, Mr. Putnam taking his place as night owl.

Mr. A. Chard, Jr., at Monklands, went West for a few well earned holidays. Mr. Putnam was relieving him.

Bro. R. A. Johnston, agent at Monklands, made a trip West. Opr. Chard, Jr., took charge during the four days of his absence, with Opr. Robins on night duty.

Mr. Mills, nights, at Green Valley, is on leave for two weeks well earned holidays. Opr. Robins is relieving him.

I think at the time of this writing the entire day men of the division are at their respective posts.

We are a steady lot. Our American cousins please note.

I noticed in the last issue of THE TELEGRAPHER the report of a meeting held at North Bay, February 18th. This matter has occupied my mind for some time, and I have no doubt but that there are plenty who agree with me that periodical meetings are a great help to an order in more ways than one. Will some one please take this matter up? We have at present a good man in trouble, through no fault of his own, casting about, waiting for reasonable treatment. With meetings we might devise plans to at least mitigate the sufferings of such a brother.

The smallpox has been wiped out, thanks to the urgent measures taken by our watchful provincial health officers.

A word in regard to Sunday work. In my opinion some steps should be taken in this matter. As it now stands embodied in our schedule there seems little change from the old style. I have been on this division nearly eight years and, unfortunately, during the whole time it has been my misfortune to be at a place where the Sunday work was heavy. In fact, no relax from week days.

I made a trip some time ago over the G. T. R. for 400 miles West, and I find the spirit all changed. Every one is ready to shake your hand off on presenting your card. Let us, with all due respect to the G. T. R., not be beaten in presenting a solid front.

Anyone not having paid current dues for the first half of 1899 must be so small that a flea licking the ground would not notice him on his pathway.

Toronto, Grey and Bruce Division:—

Bro. W. Smith is filling Bro. W. Caesar's position at Harristown. Bro. Caesar is out on the road doing relief work.

Bro. McClement is the company's representative at Melville Junction during Bro. McKee's absence.

Bro. W. Sanderson is the temporary night chief at Orangeville.

Bro. Canham, of Mono Road, is a victim of la grippe. He is being relieved by Mr. Ward.

Bro. W. Caesar sold tickets and acted as agent during Mrs. Carruther's absence, at Belwood.

There has been a general move among the dispatching staff recently. The following, clipped from the *Toronto World*, gives an idea of the changes made:

"General Superintendent Leonard, of the O. & Q. Division of the Canadian Pacific Railway, made the following changes and promotions among the train dispatchers today: J. Benedict, Farnham to Smith's Falls, as first trick dispatcher; W. Redding, Smith's Falls to Farnham, first trick dispatcher; J. H. Duff, Toronto to Smith's Falls, second trick dispatcher, and C. A. Jelly, railway dispatcher, to third trick dispatcher at Toronto."

In connection with the above we learn that Operator S. Wansboro is likely to be appointed relief dispatcher, with headquarters at Toronto Junction, where he is at present doing the night trick. Before the changes, referred to above, were made, Operator Wansboro acted as freight clerk at Toronto Junction.

Bro. Crooker, of Cataract Junction, spent a few days at his parental home recently. He was relieved by Relief Agent Caesar, who then proceeded to Kleinburg to relieve Bro. Stockdale, who, we understand, is laid up with a lame leg.

The following, taken from the *Toronto World*, will be of interest to the readers of THE TELEGRAPHER:

"After thirty-nine years' service with the Grand Trunk Railway, Mr. A. G. Allison, chief dispatcher at Belleville, has resigned. Mr. Allison is a brother of W. H. Allison, chief dispatcher for C. P. R. at the Union Station, and during his thirty-nine years' service with the G. T. R. was thirty-five years a train dispatcher."

Among the militia orders issued from Ottawa recently, your scribe notes the following: Thirty-sixth "Peel" Battalion to be Paymaster, F. L. Thompson, promoted. The above refers to Bro. Thompson, of Bolton. Besides being paymaster Bro. Thompson is captain of his company. Last year he was requested to act as acting paymaster, and he filled the position so well, and gave so much satisfaction that the department has seen fit to promote him. We extend congratulations.

Your correspondent hopes to be able to report a new member next month.

Bro. Chas. Newman, of the London Division, is visiting his parents at Orangeville.

The worst storm of the season struck this division on Tuesday, March 27th. The snow plow in charge of Conductor Lappin and Engineer Rodwell, of 590, left Owen Sound Wednesday morning for Orangeville, but got stuck in a snow-drift two and one-half miles north of Orangeville Junction. Conductor Lappin walked in and reported to headquarters. About forty shovellers were sent to the scene and

worked until Thursday at 9:50 before they got the plow released, the snow being between five and six feet deep for half a mile. In Ringrose Cut, No. 72 was also in snow between Proton and Dundalk. The engine got as far as Dundalk on Wednesday, but could not get back to the train again until the plow went to their assistance from Orangeville.

The storm king also visited the Teeswater Branch. No. 22 left Teeswater Wednesday morning and reached Toronto, via the Horn, about six hours late. This train was in charge of Engineer Baldy Stewart and Conductor Osborne. No. 21 also left on time, but about three miles west of Teeswater she plunged into a huge drift and lay there until ten a. m. Thursday. No. 21 of Wednesday, due at Wingham at 3:30 p. m., arrived at that place at 6:30 Thursday morning. Under the able directions of Superintendent Price and Roadmasters Frank Holloway and J. Malloy the lines were soon cleared, and are long trains were running on time.

The latest reports from the Weather Bureau say that altogether eighteen feet of snow has fallen this winter. CERT. 929.

Shuswags Section:—

Bro. Hayward is general snow slide agent at Clemwilliam.

Bro. Harvey, at Griffin Lake, is the man who always has the list "Like that old saying: If you want to know the time, the proper city time, ask a policeman." Just so. If you want to know what's on the road, ask Bro. Harvey, at Griffin Lake.

Bros. Cumiskey and Armstrong hold down Sica-mous Junction.

Bro. "hot stuff" A. B. Currie, of Salmon Arm, was sick for a few days recently. He was relieved by Bro. Armstrong, of Sica-mous Junction. Operator Jelly, of Golden, did the owl act at Sica-mous Junction during Bro. Armstrong's absence at Salmon Arm.

Bro. Frank Robinson holds down Notch Hill. The boys have all heard that he is making a dangerous play among the fair sex at his town. Bro. Robinson, you're hot stuff—O. K.

Bro. A. McConnell does the general agent act at Shuswags.

Bro. Billy Plum gives tips at Ducks. He is a recent addition, and makes a good member. The boys think Billy will be C. T. D. some day—S. & O. branch.

Bro. Armstrong is at O'Kamagan Landing.

Bro. Goulet is at Vernon.

Bro. Lorimer is at Armstrong.

Mr. M. J. Donovan is at Enderby.

A suggestion has been made that if we cannot show our fellow workmen who persist in staying outside the ranks their folly any other way, it would be a good idea to drive them into a corral somewhere and lasso them.

The Pacific Division has recently taken over that part of the Western Division between Donald and Lagan. I am not as yet posted sufficiently to write it up.

By our exercising the expansion policy our former Chief Dispatcher (who also worked first trick), Bro. T. Downie, has been made Chief, and does not longer work a trick. Bro. J. D. Fraser was promoted to first third trick, Bro. D. W. Steerman was promoted to second, and our old and esteemed brother Tommy Moore, railway agent, has gone on steady third trick. Our dispatcher's office is located at Revelstoke, B. C.

The above promotions are well deserved. Who can say the expansion policy is a dead letter? Let us hear from W. Jennings Bryan on this subject.

A. MCCONNELL.

Pacific Division:—

Like the weather, we are subject to many changes out here, with or without notice. There have been some very important changes made since the article in the February JOURNAL was composed.

The first and most important change to note is that quite recently Donald has been abolished as the terminal and divisional point between the Western and Pacific Divisions, and the Pacific Division now extends to Laggan, a small station on the East slope of the summit of the Rockies.

All the shops and other buildings at Donald are being torn down and removed to Revelstoke, where

general repair shops will hereafter exist. We will now sum up the line from the new terminal point—Laggan:

At Hector we find Bro. Gainfort in charge.

At Field Bro. M. M. Stephens does the agent act, and is ably assisted by Mr. Foley as night chief.

Bro. J. W. Morrison signs the balance sheet and bills the lumber out of Falliser.

Arriving at Golden we find Mr. C. E. Wells as agent, and Bro. Rogers Barker as owl.

The now lonesome town of Donald is presided over by Mr. McMillan.

Bro. R. Barker keeps the wires hot at Beaver-mouth, and amuses himself during spare moments with his gramophone.

Bro. P. W. Moomey keeps cases on affairs at Bear Creek.

Bros. J. Taylor and Geo. Huston have filled the places of Bros. Wm. Cater and Frank Corson, who were both killed early in February by a huge snow slide which swept away the station and round house, killing in all eight persons and seriously injuring two others. A full account of this accident appeared last month.

Bro. Wm. Cater, his wife and two beloved children, Ethel and Charlie, were buried at Bowmanville, Ont.

Bro. Frank Corson was consigned to his last resting place at the home of his parents, the town of Donald.

By this most deplorable accident we have lost two worthy, active and highly respected brothers. The bereaved friends and relatives have the sincere sympathy of the entire membership of System Division No. 7. Bro. Cater was insured for \$1,000, and Bro. Corson for \$500, in the Mutual Benefit Department of our noble Order.

Bro. Albert Sharpe is the much respected agent at Glacier, while Bro. R. Armstrong does the agent act at Illecillewaet.

Bro. L. J. Edwards signs the balance sheet at Albert Canyon and keeps the Waverly mining men straight. His station is destined to become a very important mining center. Rumor has it that the Waverly Mining Company has expressed its willingness to put in a spur to their mine, a distance of twenty-eight miles North of Albert Canyon.

At Revel-toke we find in the Joint Railway and Commercial office, down stairs, Bro. C. W. Mitchell and Mr. H. C. Dier. Up stairs we find Chief Dispatcher T. Downie, who, after years of patience and perseverance, has at last been awarded his just promotion. He formerly was Chief and worked first truck, with Bro. J. D. Fraser second, and Bro. D. W. Steerman third. Now it is—Chief, Bro. T. Downie; first truck, Bro. J. D. Fraser; second truck, Bro. D. W. Steerman; third truck, Bro. Thos. Moore. The officials are to be commended for the change, and they certainly fully appreciate the abilities of our dispatchers, as a better or more careful lot of men cannot be found anywhere on the System.

At Clanwilliam we find Bro. A. E. Hayward copying "ss." fortifying against slides, and keeping Mrs. Palmer posted on the train list, so poor old John and Teddie, the watchmen, can have a snooze between trains. Mrs. Palmer says he is a real good boy, almost as good as Mr. Cornell used to be, but Mr. Cornell's departure for fields and pastures new left a vacancy which, alas, cannot be filled.

At Griffin Lake we find our esteemed Bro. T. J. Harney. The solitude of G. R. is fast turning his hair grey.

At Sicamous Junction we find our old and reliable stand-by, Bro. T. J. Commiskey, as agent, ably assisted by Bro. J. Armstrong.

At Salmon Arm "hot stuff" Bro. A. B. Currie keeps the ranchers straight and signs the balance sheet. Bro. Currie is a star, popular with all, and a general favorite with the fair sex. He usually makes his mark in face of the keenest opposition.

Bro. F. H. Robinson answers all calls at Notch Hill and don't mind at all being called now at night. There is money in it, and he knows a good thing.

Bro. A. McConnell is the much respected and courteous agent at Shusways.

At Kamloops we find Bro. W. O. Miller, our esteemed and worthy Asst. Genl. Chairman. All who know him know that he has our interests at heart, and that his heart is in the right place. Bro. D. McManus holds down the operator's desk days, and Bro. McGregor does the owl act.

Bro. W. T. Slavin was, until very recently commercial agent, but has severed his railway connections and accepted a more lucrative position with the Dominion Government, and has been succeeded by Mr. A. J. Venn, late of Vernon, B. C.

On the Arrow Lake Branch, at Arrowhead, we find Bro. J. H. Graham as day operator, and Bro. B. F. Gayman as assistant agent.

On the S. & O. Branch, and on Okanagan Lake ports, we find Bro. S. L. Smith, at Penliston; Mr. H. S. Scadding, at Kelowna.

On the lake, at Okanagan Landing, we find Bro. Armitage jerking lightning and tying up the S. S. Aberdeen.

At Vernon we find our most worthy Bro. Ed. Goulet as agent. Ed. is all O. K., is of the proper material, and is a much respected citizen in his city, being one of the aldermen on the city fathers' list, and has at last seen the good of ceaseless work, as we have quite recently had a new convert. "Bro." (now it is, instead of Mr.), Lorimer is the head man at Armstrong. Good boy, George. The thirteen-inch shells referred to in February have not all gone wide.

At Enderby we find Mr. M. J. Donovan as agent. What's the matter, Mike?

I am much pleased to see the move to occupy space all along the line from the Atlantic to the Pacific.

THE TELEGRAPHER is a welcome visitor once per month, and it is indeed nice to sit down and learn the whereabouts of all the boys and hear of their ups and downs. It's principally ups, I am pleased to note. As I am acquainted over the entire System, it is indeed a pleasure to read THE TELEGRAPHER up here in the frozen interior of British Columbia. Div. Cor.

N. Y., N. H. & H. R. R.

Stonington Division:—

General Superintendent C. P. Clark, Jr., accompanied by Superintendent McAlpine, of Providence Division; Superintendent Woodward, of the Midland Division; Mr. J. I. Vernon, foreman of Interlocking, and Mr. D. B. Scott, electrician, were the guests of Bro. J. Wood, at Auburn Tower, a few days ago, presumably to look over recent improvements. It is hoped their experience in climbing the ladder to get to the upper story will result in further improvements at an early date, for the convenience of those concerned.

On February 26th all switch and interlocking signal lights were changed from white to yellow and blue in conformity to the standard.

Recent changes have taken place as follows:

Operator Reynolds from Wood River Junction Station to night operator in Providence yard; A. N. Chappel from W. R. Junction Tower to Station; Bro. Silvey installed at W. R. Junction Tower, nights, and Bro. White goes on the relief list for station and tower work; Bro. Waples transferred from Kingston Tower to Westerly Tower, days; Bro. Barden from Slocums, nights, to Kingston, days.

Bro. Waples has just returned from a visit among friends in Delaware and Virginia.

We are glad to learn that several of the boys on the New London end of this division are going to join hands with us. That \$3.25 is what lands them. Quite a number more have signified their intention of becoming members during the next sixty days. CERT. 138.

Berkshire Division:—

Well, boys, you will soon be able to get your laundry without much trouble, for it won't be long now before all the Chinese laundries will be connected by wire. There is a girl out in 'Frisco who has taken up the teaching of Chinamen, and before the year 1900 is gone we may expect to be in direct communication with "One Lung" or "Ah Sing," and then you can explain to him why it is necessary to have your shirt laundered immediately (on account of having but one), and you must not miss tonight's ball, etc.

Talk about students, why right here on the Berkshire Division, somewhere between "HD" and "SX" we have a school in full blast; short lines are so

thick that they obstruct the sunlight. As the immortal Puck said: "What fools these mortals be," and we think so when those hams get at the wire. I wonder if that agent has found any of the boys along the line who were willing to comply with his request for old battery material and spare instruments for his short line? He has only four students now, but between himself and his operator they should be able to take care of a few more. Taking the Berkshire Division, or say even a small section of it—from Great Barrington to Pittsfield—there are now six students, and two more in the W. U. office at Pittsfield, not counting the messenger boys.

I see "Dainty Duchess" made her appearance in our March TELEGRAPHER. Well, "Dainty," you did nobly, and we hope to hear from you again. We would venture a visit to you, but we do not look with favor on baked beans as a staple food, so will hold off for a while. We hope, at least, when we do come that you will have pleasant weather.

Yours in haste,

"LITTLE GEORGIE."

Naugatuck Division:—

Park City Division No. 241 held its regular meeting at Bridgeport, Conn., on March 29th with a very good attendance, considering the weather.

There were forty-three applications presented to the division for membership, and many more in the hands of our local organizers, whom they could not get there on account of bad connections of trains.

Our meetings have been changed from the third Saturday evening to the third Sunday in each month for the benefit of the Naugatuck Division boys. Can't we all do our level best to attend? Don't depend upon each other but come yourself, and see what a showing we can put up.

Our worthy Bro. Kenny, of Derby, has accepted a position with this company at Meriden, and we understand it is a fine job. We wish you the best of success, "Ky."

Bro. Moran, day man at Derby Junction, looks familiar at his old post of duty; while Bro. Kneeling holds down the night trick.

Business is very good on this division. Derby Junction has been opened on Sunday, nights, now on account of the heavy freight traffic.

I have not learned of many changes on this division.
MISS GAY NEW YORK, JR.

New York Division:—

It has now been some time since any news from this division of the N. Y., N. H. & H. R. R. has appeared in the columns of THE TELEGRAPHER, but with permission of the blue pencil and Bro. Perham's "ghost," we will again venture forth in an honest endeavor to give the brothers a few items of interest. Our last regular meeting, held Sunday morning at ten o'clock in Bridgeport, Conn., was not largely attended, owing to the disagreeable day. However, we could count fifteen or eighteen who would turn out be the weather ever so unpleasant, and best of all, there were forty-three petitions for membership offered to the division by its Local Organizers and balloted on favorably.

Past Chief Telegrapher Bro. S. A. Tourtellotte installed the newly elected officers who were present, viz: Bro. T. O. Tiger, Chief Telegrapher; Bro. Joseph Gorman, First Assistant; Bro. J. H. Farbar, Second Assistant, and Bro. J. R. Cardinal, Secretary and Treasurer.

Extra Operators Bros. Terrance Cavanaugh and Charles I. Kiling each worked one night at Stamford Depot in place of Bro. James W. Hope, who was absent from duty on account of the illness of his wife. We are pleased to learn that Mrs. Hope is convalescent.

Bro. T. O. Tiger, our worthy Chief Telegrapher, who holds down third trick at Stamford tower, met with a painful accident last week on the trolley car by having the door closed on his fingers.

Mr. A. F. Sheehan, who left us about two years ago to go into business for himself, has returned, and we are all pleased to hear he is among us again.

Mr. J. P. Trihey, transferred from Harlem river, extra, to third trick at the Harlem river telegraph office. Jack, we are minus the cigars on the happy event which took place last October.

Mr. Fred Johnson, formerly third trick at Van Nest tower, transferred to Harlem river, extra.

Bro. H. Y. Loudon, formerly operator at Sound Beach Station, is doing the owl act at Bronx river tower.

Mr. E. B. Clay has been promoted from Pelham Manor Junction, nights, to Harrison tower, days.

Bro. D. F. Relihan, promoted from Harrison tower, days, to second trick at Port Morris tower.

Mr. W. R. Howser, transferred from agent at Riverside station to agent at New Canaan.

Bro. Ed Coyle is holding down third trick at Westport tower. Can you not induce those two brothers of yours to join us, Ed?

Mr. J. N. Bell, formally of Milford tower, nights, has been promoted to Woodmont tower, days.

Mr. G. H. Durity, changed from Woodmont tower, days, to West Haven tower, days.

Mr. A. W. Wetherbee, transferred from West Haven tower, days, to Bronx river tower, days.

Mr. C. W. Lawyer has been promoted from Bronx river tower, days, to third trick at Van Nest tower.

Mr. Charles Phillips, changed from third trick at Bridgeport tower to Larchmont tower, days.

Mr. G. H. Wisham, promoted from Mount Vernon tower, nights, to third trick at Bridgeport tower.

Mr. Hoyt, who left us some years ago, has returned and is now doing the owl act at South Mount Vernon tower, nights. Wonder if he will be disturbed by "groans."

DIV. COR.

New York and Ottawa Railway.

I think this is the first time that the name of the New York and Ottawa Railway has ever appeared in the columns of THE RAILROAD TELEGRAPHER, and perhaps some will be surprised to see that the Order is represented here, but I am happy to say that it is.

There are fourteen telegraphers employed upon the line, and two of them, I know, belong to the Order, and, perhaps, there are more than that.

Bro. Seese, at Finch, is an up-to-date railroad man in every respect, as is also Bro. I. H. Willson, agent at Hogsburg, N. Y. Who else is in the swim? Let us hear from you in THE TELEGRAPHER. We are kept so close attending to our duty that we seldom get a chance to see one another as the other classes do, but we have a good means of communicating with each other through the columns of our official organ.

I am sorry to see that there are a couple of students on the road, which shows we are behind the times. There is one at Helena, N. Y., and another at Russell under the agents' wings. Give it up, boys, there is nothing in it for you or any one else. It is, under the present circumstances, a reflection upon the intelligence of any telegrapher to be found with a student of telegraphy in his office whether it be a relation or not.

CERT. 1111.

From the Big Four.

When was the heading "Big Four Railroad" last seen in the many columns of THE TELEGRAPHER? There's the Ohio Southern, our neighbor, with their letter every month, while we remain silent. Every one says, I would write a little after I see someone else start it. Now, that the ice is broken, let others follow.

In regard to the much agitated Sunday question, I would like to mention it, though I may differ with most of you, I expect. It does not seem plausible that we can all enjoy our Sundays off, but it would be possible to have an arrangement similar to the city fire departments, and other city employees, who are allowed one day off out of every seven, though it may not always be Sunday, they get the much needed rest, and are satisfied with a week day. Someone has gone so far as to claim three weeks vacation each year with full pay.

If we were employees of the Government it would be very easy; for an example take our "Commissary General Eagan," who was suspended from service for six long years, while his pay goes marching on. If the Government only controlled the railroads we would get our vacation with full pay, as did the commissary general.

Let someone who is handier with the pen send a "BK" message next month from Division No. 37.

ALPHA OMEGA.

The work on the C., C. & St. L. Ry. is progressing nicely. The System Division now has nearly 180 members in good standing, and this number is being increased each week, as reports from the four Organizers, who are now at work, are received. Our Organizers are all first class men, and the boys along the line should not hesitate to do what they know is right, and their duty toward themselves and their families. "Join the Order, and keep their dues and assessments paid up."

Some of the Divisions of the Big Four System are "solid" to a man, and we expect to have the whole system thoroughly organized in a very short time.

Now, boys, it is our duty to do all we can to get our neighbor "nons" in line. If each of us, who are members, would write a letter to some non-member, and urge him to become a member, it would be quite a help to the Organizer, and he would not have to spend a whole day with one or two men.

CERT. 32.

Cleveland Division:—

As yet I have seen nothing in this valuable Journal from any of the boys on any Division of the Big Four System. I will ask you then, one and all, what are you doing? How many students have you? If any, fire them. Don't let it be said again, that the Big Four always make their own operators. Understand, we have several students right here among us on the Cleveland Division. Remember, it will only be a short time until the student you teach will be holding the position you strived so faithfully to keep. Little things will occur that may give you ten days, or even cause you to lose your position; and who will then take your position? Your student. While if you were a member of the grand O. R. T., when these little things turn up, and you do not receive justice, you can rely upon friends, your friends, who will stick by you and help you out. Do not wait any longer. Fall in line; if you have not an application ask your next neighbor for a blank. He surely keeps one handy, and I hope he would not tell you he was one of the "nons." I understand there are only a few (yes, only about four) along the Cleveland Division, who are non-members. Now, I hope it will not be necessary to bring Bro. Dacres back here again to fix you out. I also learn there are several, yes, many of the boys, who are members, have students plugging away in their offices. It is not only the night men, but the day men as well. I will not mention what offices they are this time, with hopes that they will discontinue the practice.

CERT. 1615.

Pennsylvania Railroad.

Tyrone Division:—

Bro. H. W. Pletcher is back again doing the owl act at Howard after relieving Extra Agent D. E. Woodring at Milesburg. Operator Van Valin, from Unionville, filling Bro. Pletcher's place.

Bro. G. W. Bullock, our enterprising and hustling agent at Julian, was kept quite busy keeping trains straight one night this week on account of a freight wreck at Martha. Bro. Bullock was obliged to remain at his post until a very late hour, passenger trains being detained. Bro. B. could not get away to attend the lecture at "UN."

Bro. Loughrey, owl at "ST." Vail made quite a number of trips to "MD" through the months of January and February, when the ice was at its best. "J" reports a fine time. Quite a smart distance to Homer City, aye, John?

Operator Marks, from Port Matilda, has accepted a steady position at Elkins, W. Va. Success to you, Billy.

Op. W. P. Mitchell is doing the copying in the dispatcher's office at Tyrone, nights, and is a good man for the right place. Billy knows a good thing when he sees it.

Op. V. G. Henderson, owl at Port Matilda, has resumed duty after visiting his parents at "JN."

We are sorry to announce the death of the wife of Bro. I. C. Dehaas, on March 2d, at her home in Eagleville. The funeral took place at 10k a. m., Sunday, March 5th. Bro. D. is a valuable member

of Pittsburg Division No. 52 and a zealous worker for the upbuilding of the fraternity. We all extend to him our heartfelt sympathy in his bereavement.

Trade on this Division seems to be at its best, and looks as though it would continue so. About all the extra operators are making good time.

O. R. T.-ism on this road is not what we can boast of at present, but the good work is going on slowly. Those here are good, old staunch Order men. For our capacity we do up one about every month.

We would like to hear from other members of this division. There are many concerned who are eager to learn the news. Get up and dust and hustle a little, and approach all the nons you can, and show them all the benefits of the O. R. T. There are several operators on this Division, good reliable men, who do not know what the O. R. T. is as yet. I feel sure they can be landed if we all take an interest. With best wishes.

Yours in S. O. and D.,

CERTS. 205 and 878.

Chesapeake and Ohio Railway.

Peninsula Division:—

Brothers, why is it we have no correspondent from the C. & O. System Division No. 40. I think this is pure negligence on the part of all of us. Now let us be up and doing, someone contribute something every month and make our TELEGRAPHER interesting to the boys on the Peninsula Division.

This is my first attempt, yet I could not see every other road and division represented and the old C. & O. left in the dark.

We have only a few members on this division, and we have got to work, boys. We must work, "there is plenty to do and the laborers are few." So get up and get to work, and see if our number cannot be doubled in the next six months. The general committee is helping us and we must help ourselves.

The salaries of twenty men have been raised and ten more again this month. Many of them are "nons." Now boys, I know you cannot stand idly by and reap the harvest that the grand O. R. T. has sown without lending us a helping hand, and now is the time we need your assistance. While we are all young in the cause let us come into the fold and grow up a solid division.

Rumor says wedding bells will soon be ringing around the doors of one our "nons" who has tried keeping bach, and is not pleased with the result. Who could blame him, when there are so many of the fair sex that would make life worth living? But I think he surely ought to become a member of our craft, and by so doing we would have a brother and a sister, and perhaps a correspondent for our Journal.

We are glad to learn that Bro. L. G. Bentley, night operator at Loano, was one to receive a much needed raise last pay day. Mr. T. C. Garrett, agent at Roxbury, also, received a raise that I know was appreciated, and we congratulate Mr. Garrett.

Boys, we have three charming young ladies on this division that I am sorry to say are nons, "let some of our brothers who are slick tongued orators with the fair sex, see what they can do in that direction, as we like sisters as well as brothers."

I have just received Bro. Adkin's letter, and I am pleased to learn that my old schoolmate on the Huntington Division, Bro. I. T. Dickson, of Dunlap, Va., was one of the ten men on the Western Division that received a raise, and there are others coming. Tom, why not give us a letter once a month that we may know what our brothers on the Huntington Division are doing? We want our Eastern Division to equal you in membership, and brothers we must work to accomplish this for I learn they are almost solid, and we have plenty of material to work on. All we need is to approach them properly and explain all that can be explained to a "non" and I am confident we will get them or a majority of them.

Yours in S. O. and D.,

"PHILOMEL."

Grand Division

OFFICIAL DIRECTORY

GENERAL OFFICES, PEORIA, ILL.

GRAND OFFICERS.

W. V. POWELL,

Grand Chief Telegrapher, Peoria, Ill.

J. B. FINNAN,

2d Ass't Grand Chief Telegrapher, Peoria, Ill.

H. B. PERHAM,

Grand Secretary and Treasurer, Peoria, Ill.

M. M. DOLPHIN,

General Counsel, Kansas City, Mo.

GRAND EXECUTIVE COMMITTEE.

Charles Daniel, Chairman, 65 Cone st., Atlanta, Ga.

S. C. Mahanay, Secretary, Meramec Highlands, Mo.

L. A. Tanquary, room 6, Union Depot, Pueblo, Col.

Wm. White, 306 Horton St., London, Ontario.

C. L. French, Cumberland, Md.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, G. S. & T., Peoria, Ill., in addition to the Secretary of their Local or System Division.

Notice.

To all Concerned:

It is reported that Division cards purporting to have been issued by the Order of Railroad Telegraphers, and signed by one Valmore as Grand Secretary and Treasurer are being presented. This is to give notice to all concerned that such cards are fraudulent and should not be honored. Anyone having such a card presented for fraternal courtesies is requested to take it up and forward to the undersigned with a report of any particulars that may be learned concerning the holder.

Fraternally and in S. O. and D.,
H. B. PERHAM,
G. S. & T.

Notice.

To System Division Correspondents:

General Correspondents on the large System Divisions who are in the habit of getting items from Division Correspondents to be arranged for publication, should condense the matter as far as possible before sending it to Peoria. This work can be done to advantage by the General Correspondent, because he is most likely to know which items are of the greatest interest. A few timely hints to the beginner may be useful. Grievances are not published, because it is liable to hinder the work of the Board of Adjustment when they seek to get the complaints redressed; it invariably prejudices

the case. Mentioning names of non-members and backsliders in a derogatory way generally succeeds in defeating the purpose of the writer, and such matter should be eliminated. The same may be said about personal mention of student teachers. Personalities of all kinds should be avoided, because they engender hard feelings sometimes when least expected. Kindness attracts, while harshness repels. To organize is the object and everything seeking to disorganize might as well be left out.

Yours in S. O. and D.,
H. B. PERHAM,
G. S. & T.

Notice.

NEW HAVEN, CONN., March 28, 1899.

To all Members Employed on the N. Y., N. H. & H. R. R.:

At a special meeting of the General Committee held in New London, Conn., March 26th, a resolution was passed, levying an assessment of one dollar upon each member employed upon the above system, to defray the expense of the Chairmen of the different Boards of Adjustment attending said meeting, to cover all expenses incidental to the calling of the meeting, and to pay a stated salary to the General Secretary and Treasurer, who will hereafter devote all his time to organizing, etc.

This assessment is levied in accordance with Section 123, Protective Department of the Order, and is payable not later than April 30, 1899. Remittances should be made, either by express, postoffice money order or registered letter. Direct to the General Secretary and Treasurer, J. R. Cardinal, 831 Grand Ave., New Haven, Conn., as per special notices sent each member.

Approved

J. W. ALLEN, W. V. POWELL,
Gen'l Chairman. Grand Chief.
JNO. R. CARDINAL,
Gen'l Sec. & Treas.

Notice.

The following Division cards have been reported as lost. If presented, please take up and return to this office:

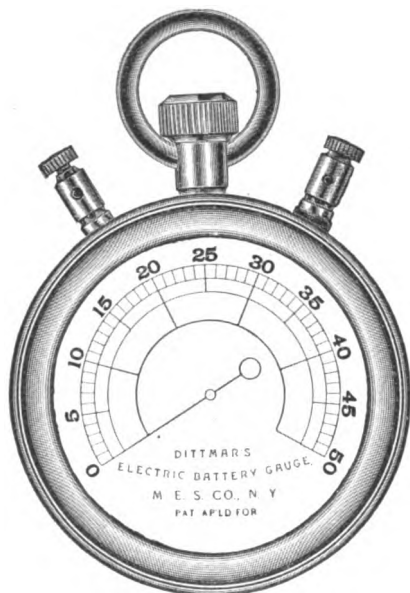
Card 2846, good until June 30, 1899, issued in favor of Certificate 239 Division No. 22.

Card 3627, good until June 30, 1899, issued in favor of Certificate 256 Division No. 162.

Card 4413, good until June 30, 1899, issued in favor of Certificate 54 Division No. 1.

Card 4737, good until June 30, 1899 issued in favor of Certificate 51 Division No. 23.

H. B. PERHAM,
G. S. & T.



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32 Cortlandt St., N. Y.

Convention
Number

VOL. XVI, No. 5
MAY, 1899

THE
RAILROAD TELEGRAPHER

PUBLISHED AT PEORIA, ILL.

BY THE ORDER OF RAILROAD TELEGRAPHERS.

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W. V. POWELL,
Grand Chief Telegrapher.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



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No. 5

EDITORIAL

From Darkness to Light.

NEARLY thirteen years have elapsed since the railroad telegraphers commenced the work of organizing. For some of them it has been a period of ceaseless endeavor and unremitting toil in the interest of their fellows. If it were not for the fact that among the organized telegraphers can be found men ready to sacrifice their money and their time, and in many instances their chances for immediate promotion for the sake of others—the telegraphers would not be where they are today.

Mankind generally are so occupied with their own aims, and ends that very little thought is given to the noble few who try to better other peoples' condition as well as their own, and this lack of encouragement frequently causes lukewarmness, and dampens the fires of enthusiasm. This is not as it should be. Any man who is inclined to devote himself to the general welfare, ought to receive support and encouragement from his class, and there is no doubt that awakening intelligence of the future will bring this about.

The work of organizing the railroad telegraphers has been a slow and arduous task, on account of their being so thoroughly scattered, but that the work has been well done is not to be denied. In almost every little town and hamlet in the United States and Canada, the Order has been instrumental in planting the seeds of unionism, which will eventually blossom into the beautiful flowers of friendship and fraternalism, crowding out the weeds of commercialism and selfishness.

It is on account of this that we claim for the Order, credit for work done that will not only be a benefit to the telegraphers, but to everyone else who is striving on the individual plan to make progress against a combination of circumstances, that will eventually crush them, unless they are blessed with superlative ability and a disposition to crush others.

The benefits to be gained by class association are best known where the battle for a living is the hardest—in the large cities.

The railroad telegrapher is the missionary who must spread the gospel in remote places.

Very little, if anything, can be done by

political parties for the amelioration of the condition of the people of this generation.

The politicians have led the people from one quagmire into another for many years past, and have matters arranged to continue that course indefinitely.

Organized labor is on the right track. It teaches men to rely on others of their own class, whose merits are well known. It advocates sobriety and industry. It shortens the hours of work and increases the rates of pay. It gives men a schooling in economics that will do more toward bringing on the era of justice, than any other function in existence. It is no experiment, but an actual factor in the betterment of the condition of wage-earners, which assertion can be verified by investigation in almost any class where it has been given a trial. It is for these and similar reasons that it is the duty of every man to work in the interest of the unions. Partizan politics may be indulged in, but merely as a diversion and a pastime.

Since the railroad telegraphers organized they have placed the business upon a much better footing.

Fifteen years ago they were a shiftless class of mortals, roaming around the country with an inane notion that somewhere, or somehow, they might find suitable employment, if they only kept on the move. The sliding scale was adopted by the railroad officials, resulting in a slight reduction in salary every time a new man was employed. The result was a total demoralization of the business.

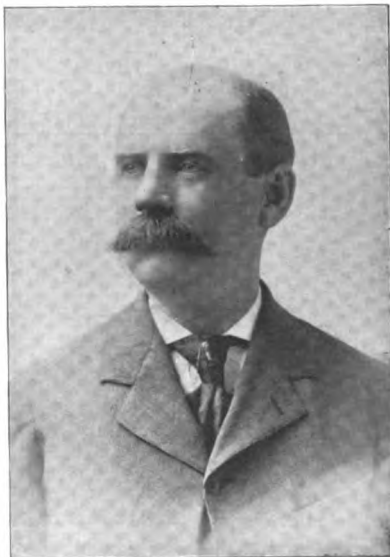
Organization has raised the rates of pay, and regulated the matter of promotion, so that men stay with their employers until they get a situation that is worth having.

Another point in evidence is that they now enjoy the confidence and esteem of the

people of the community in which they live, with the result that it is now quite a common thing to find county officials who have been railroad telegraphers.

In the past five years we have seen many of them sent to the legislative halls of the country, to voice the sentiments of their constituents.

Such honors would probably never have been thought of, were it not for the favorable influences of unionism. With persistent work along this well-known line of action there is no limit to the good that can be accomplished. It has already brought the telegraphers from the dark days of slavery into the bright light of freedom, but what has been done is only an earnest of what can, and will, be accomplished in the future.



J. B. FINNAN,
Assistant Grand Chief Telegrapher.

Manipulations in Finance.

FROM the results at the polls it is to be inferred that when the people want information upon the money question they go to the bankers for it, on the same principle that when they get sick they send for a physician. Mat-

ters appertaining to finance, according to their views, must be left for the study of the specialist because the subject is too abstruse for the ordinary mind. At least that is the current idea, although happily it is not universally accepted. There are a few who have reason to believe that a cloud of doubt and perplexity has been raised about the money question by those who are deeply interested in keeping the truth in the background.

The simple facts briefly stated are as follows: Money is anything that the government so denominates, and its only function is that of a medium of exchange. There is actually nothing complicated or abstruse

about the subject except the extraneous matter injected into it by those who have an object in view in mixing that question with others.

A cuttle fish has a mode of defense similar to that of the capitalist, it ejects an opaque substance that beclouds the water all around which serves to obscure the vision of its enemy allowing it to make good its escape.

Think of this, also, in connection with the course usually pursued by the railroad promoter and financier.

Freighters in the West who have hauled freight for seventy-five cents per hundred pounds for one hundred miles with an ox

treatment before it got fairly started that handicapped it for life, and there was nothing left for it to do but to skin everybody in order that its "fixed charges" might be met. A prospectus of the proposed Washington and Seaboard Line recently published serves to illustrate some points in this connection. It says:

The bane of railroad building in America is two-fold, viz.: The construction company and underwriter; the result but one, early bankruptcy. The receiver follows and foreclosure concludes the catastrophe by the road becoming the property of new owners for a song, as compared to its actual value. Overcapitalization and too heavy



H. B. PERHAM,
Grand Secretary and Treasurer.

team, and made a living at it, must envy the man who can have a locomotive running on a smooth railed track at the rate of, say, thirty miles an hour, hauling forty cars loaded with twenty tons of freight apiece and the locomotive being run at a cost of about twenty-five cents per mile. With modern improvements railroading ought to be one of the most profitable kinds of business, able to pay their employees not only living but liberal wages. The chief reason why they seem unable to do it is perhaps to be found in their financial history, the infantile incorporation may have received

bonding is damaging in the extreme, and affords the construction company and underwriter the opportunity to get in their fine work.

The railroad and construction company are usually the same people: the procedure is as follows: To-day the railroad company is formed, to-morrow the construction company. The latter agrees to take over the entire stock and bond issue of the company and for it build and equip the railroad. At this point the underwriter is in evidence; he underwrites the bonds at about sixty-five per cent., and, if he can get it, will



THE GRAND EXECUTIVE COMMITTEE.

CHARLES DANIEL.

L. A. TANQUARY.

WILLIAM WHITE.

S. C. MAHANAY.

C. L. FRENCH.



M. M. DOLPHIN,

General Counsel, and Delegate from Kansas
City, Pittsburg & Gulf Ry., System
Division No. 5.

exact fifty one per cent of the capital stock as a bonus; failure to secure this amount of stock makes but little difference, as the whole party are combined to build the road as cheaply as possible and equip it with brilliantly painted and polished second-hand locomotives and cars; there are also in evidence seconds in steel rail, scant grading and skimping in general. What can result but failure? Should the road fail to earn its fixed charges the combination will see that the first year's interest on bonds is promptly paid, thus giving them a par marketable value.

The underwriter then proceeds to recommend to his customers the bonds as a fine investment, bound to be at a premium, etc.; the sale is made and he pockets a profit of \$350 on each bond, besides getting the regular broker's commission. He takes his chances on the fifty-one per cent. of stock that has not cost him a penny.

If the earnings of the road are fair and peculiar bookkeeping is adopted it enables him to place his stock at good prices and he is ready for a new deal. Conditions as above indicated are substantially those adopted in building a new railroad, and, in

the name of good common sense, how can it be expected to pay?

The management of the Washington and Seaboard Railroad assert that if the "construction company" did not exist, the "receiver" would be unknown, and if the railroads now operating in the United States had been built at actual, honest cost, all would be paying dividends instead of a large majority of them being in bankruptcy.

The *Railway Age*, in commenting upon the above says, "it is a mistake to try and put through a business enterprise on a demagogue basis." Substitute the word reform for demagogue in that sentence, and we can all understand and appreciate the truth of it.

The railway labor organizations are in constant clash with the effects of financial mal-administration, and until such sharp practices as indicated are made illegal there will be no rest for the people or the employes as far as railway companies are concerned.



HON. L. A. TANQUARY.

Member of the Grand Executive Committee.

"The Man With the Hoe."

THERE are a large number of people who believe that the injustice behind present social and industrial arrangements will result in a cataclysm in the future that will either put civilization



HON. D. G. RAMSAY,
Past Grand Chief Telegrapher.

on a higher plane or destroy it altogether. Those who have taken up the study of social conditions only recently, are of the opinion that it will come quickly, while others who have been studying events, and comparing them with history for many years, are inclined to believe that the event will happen in the far distant future.

A poem has recently appeared, written by one of the latter class, called "The Man With the Hoe," by Edwin Markham.

It deals with the problem in such a masterful way, and withal treats it in such a sympathetic manner that it stamps its author as one of the great men of the day.

It is said that the poem was inspired by one of Millet's paintings. Millet, who has established a new school in art, is evidently in sympathy with the poor plodder who spends his life in unrecompensed drudgery. His pictures faithfully portray the hopelessness and misery of those who are held in bondage by a web of circumstances, woven by their masters, and on this account he has been dubbed a socialist by those who intend it for an opprobrious epithet.

Markham the poet, and Millet the artist, must be of like mind, for the work of one is strongly suggestive of the other.

Here is Markham's word picture:

Bowed by the weight of centuries he leans
Upon his hoe and gazes on the ground,
The emptiness of ages in his face,
And on his back the burden of the world.
Who made him dead to rapture and despair,
A thing that grieves not and that never hopes,
Stolid and stunned, a brother to the ox?
Who loosened and let down this brutal jaw?
Whose was the hand that slanted back this brow?
Whose breath blew out the light within this brain?

We of the Western Hemisphere have not gone that far yet, although we have many people prematurely aged by hard and continuous work, and children deformed by factory work commenced too early in life.

In further condemnation of inhuman cruelty and greed, he says:

Is this the Thing the Lord God made and gave
To have dominion over sea and land;
To trace the stars and search the heavens for power;
To feel the passion of Eternity?
Is this the dream he dreamed who shaped the suns
And pillared the blue firmament with light?
Down all the stretch of hell to its last gulf
There is no shape more terrible than this—
More tongued with censure of the world's blind
greed—
More filled with signs and portents for the soul—
More fraught with menace to the universe.



J. WEATHERBEE,

Ex-Grand Secretary and Treasurer; also
representing attached members of
the Grand Division on the
Illinois Central Ry.

The prophecy comes in the last stanzas, where he foreshadows dire disaster:

O, masters, lords, and rulers in all lands,
How will the future reckon with this man?
How answer his brute question in that hour
When whirlwinds of rebellion shake the world?
How will it be with kingdoms and with kings—
With those who shaped him to the thing he is—
When this dumb terror shall reply to God
After the silence of the centuries?

For such good people there is a message of hope in the sturdy resistance to the ancient order of things that is daily gaining in strength, and drawing to it some of the most powerful intellects of the time. America is destined to lead in the matter of freedom, and justice to the wealth producer will undoubtedly be established here first of all. The industrial army advances and halts occasionally, but it never retreats.

Docile Labor.

MANY years ago a well-known California railroad magnate made the remark that he liked Chinese workmen better than whites because they were more docile. This voices the sentiment of the ordinary capitalist desirous of assuming a position that is altogether at variance with ideas of freedom and independence of the individual. He wants it to be understood that he is paying the workmen's wages out of his own funds, and would also like to have it appear as a charitable act, if he dared go that far. The worker of advanced ideas who teaches that wages are paid out of the product of labor, is an agitator, in his estimation, who should be dismissed and black-listed; as he will make trouble for the employing class wherever he goes.



J. H. ABRAMS.

Is a train dispatcher on the Denver and Rio Grande, in Colorado. Delegates who attended the Denver, St. Louis and Peoria conventions will be glad to know that he will be with us in May. THE TELEGRAPHER following the 1897 convention made the following comment: "Bro. J. H. Abrams was the diplomat of the convention. When things were all snarled up, he got the floor, made a nice little speech, and the difficulties disappeared like clouds in the morning sun. He was a general favorite."

Bro. Abrams' services on schedule committees and boards of adjustment have been as valuable to the membership in Colorado as his quick discriminating powers and diplomacy have been in our conventions.

There is a gentleman of his ilk in the Transvaal, in South Africa, who has succeeded in getting docile laborers that require neither wages nor clothes in return for their services, and who has thus unwittingly solved many problems that have vexed our employing class.

Capt. E. Moss, according to an exchange, tells the following story of the monkeys who work for him in the mines:

"I have twenty-four monkeys," said he, "employed about my mines. They do the work of seven able-bodied men. In many instances they lend valuable aid where a man is useless. They gather up the small pieces of quartz that would be passed unnoticed by the working men, and pile them

up in little heaps that can easily be gathered up in a shovel and thrown into a mill. They work just as they please, sometimes going down into the mines when they have cleared up all the debris on the outside. They live and work together without quarreling any more than men do. They are quite methodical in their habits, and go to work and finish up in the same manner as human beings would do under similar circumstances. It is very interesting to watch them at their labor, and see how carefully they look after every detail of the work they attempt. They can clean up about the mines, follow the wheelbarrows and carts used in mining, and pick up everything that falls off on the way."

Editorial Notes

The United States is going to beat the record as a regulator of heathens.

It is said that millionaires sometimes wonder at the forbearance of the people.

If you desire to become prominent in your division, rustle for a few new members. It works like a charm.

A conservative is a man in favor of letting things be. If he has plenty of other people's money, there is some excuse for it.

Many a poor broken down old man says plaintively that he is in need of work, when if he spoke the truth he would say he needed a pension.

The citizens of Georgia as well as of Illinois favor the plan of sending colored soldiers to replace the whites in the Philippine Islands. The citizens of the Philippines will be heard from later.

The thing most needed at a convention is cold, hard common sense. The work done by the delegates in a week or ten days will influence the whole organization for better or for worse for the next two years.

To some people any man who criticizes things as they are is a demagogue. It is the class that knows a good thing when they see it, and the class that have wealth created by others, and wish to hold on to it.

"Trusts or labor unions, they are all after the dollar," says Mr. Numbskull. If wage-earners were as keen in their pursuit of the dollar as their employers usually are, one class would not come so near owning the other as they do now.

If there is one thing more than another that tends to create discord in a division room, it is the everlasting grumbling of the chronic kicker. They can defeat the ends of unionism with ease, and all the time with the best of intentions.

The *Fin de Siecle Sickle*, of Conway, Ark., is a gingery little monthly published by Bro. George O. Agee, of Missouri Pacific System Division No. 31. Its mission is to "catch hypocrites and humbugs up by the caudal appendix and cuff the sawdust off their hides." This is bound to keep 'em busy, and fifty cents will let you in on the fun for a year.

When divisions have had a spell of peace and time has elapsed since they have faced the enemy, it frequently happens that the members will get into a snarl with one another, and the brothers will see one another's defects in an accentuated light. There is nothing like active work for the common good, with the fraternal fires burning brightly.

Wage earners who at last, after years of resistance, accept the truth as it is taught by the reformers, are often seized with the idea that if the millions of their fellow workers do not immediately see things as they do, something terrible will happen. A cataclysm is impending, according to their story, in which those who have been cheated out of their rights will overthrow those in power, resulting, finally, in a reorganization of society. There is no need for alarm. Men who work have been enslaved by those who

do not ever since history was commenced. Because a few wake up to a realization of the truth makes little difference to the great pulsating world. Education will be the saviour of society, and, like other natural processes, it moves exceeding slow.

If those now in command of the industrial army were to admit that labor is the sole source of all wealth, they would soon be forced to admit the righteousness of premise number two, viz.: That wealth rightfully belongs to him who creates it. It would put them in an unpleasant position, because impertinent people would ask: "How did you become possessed of so much wealth?"

"To live content with small means; to seek elegance rather than luxury, and refinement rather than fashion; to be worthy, not respectable, and wealthy, not rich; to listen to stars and birds, babes and sages with open heart; to study hard; to think quietly, act frankly, talk gently, await occasions, never hurry; in a word, to let the spiritual, unbidden and unconscious, grow up through the common — this is my symphony," says William Henry Channing. May the healthful harmony of such a symphony be widespread in its influence, even to reaching those whose thoughts are interspersed with dollar signs.



THE MUTUAL BENEFIT DEPARTMENT

ASSessment NO. 10 IS DUE ON
MAY 1, 1899. TIME FOR PAY-
MENT EXPIRES JUNE 30, 1899.

It is difficult to impress upon the minds of applicants the necessity of answering fully and definitely each question printed upon the application blank. As these questions and answers appear on the certificate of membership, and form a part of the agreement for insurance between the applicant and the department, it is absolutely necessary that the application be properly filled out, and it might as well be done at first instead of after considerable correspondence.

Every person applying for membership in The Order of Railroad Telegraphers must present with the petition for membership an application for membership in the Mutual Benefit Department properly filled out. This is the law of the Organization, binding upon all concerned.

The applicant must designate in the application some person or persons to whom benefit shall be paid in case of death. Applications made out with the answer to question nine, thus: "To Myself," "To My Estate," "To My Legal Heirs," will be returned for correction. The full name of the beneficiary should be shown with the relationship to the applicant.

Where a benefit corporation organized to issue certificates providing for the payment of a benefit to the family or dependents of a member on the latter's death has issued a certificate to a member payable on his decease to his wife, and afterwards, acting upon a mistaken belief induced by the representation of the member that such certificate has been lost, issues and delivers to the member a second certificate for a like

amount, payable two-thirds to the wife, and one-third to a person who is a brother of the member, but not a dependent, such second certificate will be held invalid, and the first be given full force and effect. Supreme Council, Catholic Benev. Legion vs. McGinness, 53 N. E. Rep. (O.) 54.

THE CAUSE AND CURE OF RHEUMATISM.

Unquestionably, the most active cause of rheumatism, as well as of migraine, sick headache, Bright's disease, neurasthenia, and a number of other kindred diseases, is the general use of flesh food, tea and coffee, and alcoholic liquors. As regards remedies, there are no medicinal agents which are of permanent value in the treatment of chronic rheumatism. The disease can be remedied only by regimen—that is, by diet and training. A simple dietary, consisting of fruits, grains and nuts, and particularly the free use of fruits, must be placed in the first rank among the radical curative measures. Water, if taken in abundance, is also a means of washing out the accumulated poisons.

An individual afflicted with rheumatism in any form should live, as far as possible, an out-door life, taking daily a sufficient amount of exercise to induce vigorous perspiration. A cool morning sponge-bath, followed by vigorous rubbing, and a moist pack on the joints most seriously affected, at night, are measures which are worthy of a faithful trial. Every person who is suffering from this disease, should give the matter immediate attention, as it is a malady which is progressive, and is one of the most potent causes of premature old age and general physical deterioration. American nervousness is probably more often due to uric acid, or to the poisons which it represents, than to any other cause.—*J. H. Kellogg, M. D., in Good Health.*

Gleanings

The plasterers of Toledo have demanded and secured the eight-hour day at three dollars.

* * *

The only powder mill in the United States employing, exclusively, union labor, is at Birmingham, Ala.

* * *

Be brief; for it is with words as with sunbeams—the more they are condensed the deeper they burn.—*Southey*.

* * *

Signor Marconi states that he could flash messages across the Atlantic ocean if he had Eiffel towers on each side.

* * *

The trade union is the lever which lifts up the whole body of the wage-earning class; the non-union as well as the union workers.

* * *

Col. D. P. Livermore, the oldest telegrapher in the country, died at Hallowell, Me., April 19th. He was ninety-four years old.

* * *

The Teamsters and Drivers' Union, of Kansas City, Mo., is prospering; their rate of wages is three dollars and fifty cents per day.

* * *

Efforts are being made in the New York Legislature to compel the telegraph companies to pay the Government tax on telegrams.

* * *

A company has been organized in Baltimore, Md., to place upon the market the multiplex telegraph apparatus of Professor Rowland.

* * *

The wage worker who is not a member of his union is the clog on the wheels of the industrial improvement and the freedom of the workers.

* * *

On April 20th an incipient strike on the Midland Terminal Railway in Colorado, which involved all classes in the transportation department and lasted about thirty-six hours, terminated in favor of the men.

This is the golden age for capitalists. The next, when they are dethroned, will be the plenteous age for those who do useful labor. Every age has an end, and the present is rapidly nearing its destruction.—*J. A. Wayland*.

* * *

The employing class always see the necessity of maintaining about the same disparity of wages between the union and non-union workers. Therefore, as wages of the union workers advance, those of the non-union workers advance approximately.

* * *

For myself I am certain that the good of human life cannot lie in the possession of things which for one man to possess is for the rest to lose, but rather in things which all can possess alike and where one man's wealth promotes his neighbors.—*Spinoza*.

* * *

People who propose impossible things are cranks; after they have done the impossible things they are geniuses. If it had not been for cranks the human race today would be living in caves, wearing the skins of beasts for clothing, and eating raw meat for dinner. The crank is the advance agent of civilization.

* * *

President John C. Dueber, of the Hampden Watch Works and Dueber Case Factory, at Canton, Ohio, states that overtures have been made to both companies to have them join the watch trust, now forming, with a capital of \$20,000,000. He says, however that the Canton concerns will not join the trust.

* * *

It is reported that the war department is arranging to make a test of the Marconi system of wireless telegraphy. The two experimental stations selected are the roof of the State, War and Navy Building and Fort Myer, across the Potomac, the distance being six miles. The Government has purchased the necessary instruments and the experiments will be conducted by Col. James Allen and Lieut. George O. Squire.

Several of the strikers at Colon, Colombia, have returned to work as a result of the railroad's notification of an increase of twenty-five cents, silver, in the rate of wages. The strikers at Panama still refuse to go to work and the deadlock there continues. The strike has now spread to the banana laborers at Bocas del Toro.

* * *

Secretary Giloolley, of the Truckmen's Protective Union, of Lockport, N. Y., reports that their members are receiving four dollars per day of eight hours, and that they are having a red hot time in labor circles. At an open meeting of the Central Labor Union the hall was filled to overflowing. They expect to form five new unions.

* * *

Mayor Quincy, of Boston, when called to task for rejecting the lowest bid on a city job and giving it to a contractor employing union labor, replied that though trade unionists are not necessarily more skilled, yet the best of the skilled workmen were within the trade unions, and employers who do the best work usually employ them.

* * *

Three new railroads in the Northeastern part of California are to be built this year. One is a road from Truckee, on the Central Pacific, Southeast to Tahoe City, on the lake of that name. The second new line will be an extension of the Sierra Valley Railway, from Clairville to Mohawk, a distance of fifteen miles, and from Plumas to Reno, twenty-five miles.

* * *

A contract was signed on March 15th by representatives of the Fitchburg Railroad and a Pittsburg company for what will be one of the largest ventilating fans in the world. It will be set in place at the western outlet of the Hoosac Tunnel to ventilate it, thereby solving a problem that has baffled engineering science ever since the work of boring the mountain was finished, in 1875. The fan will be sixteen feet in diameter and eight feet wide, with a capacity of drawing 600,000 cubic feet of air a minute. The fan will be driven by electric power. When the fan is in operation it will suck the smoke-laden gas and atmosphere from the tunnel. With the interior of the tunnel clear, trains will be enabled to run at a faster rate of speed.

The town of Como, Italy, is preparing to celebrate the centennial of the discovery of the electric battery by Volta, the famous scientist, who was born there. In connection with the exposition there will be held an international congress of telegraphers, beginning May 31st and lasting four days. All the prominent telegraph and cable companies will be represented.

* * *

A dispatch from Redlands, Cal., states that while standing on the iron case of a transformer E. L. Crawford struck his head against a live copper wire carrying 30,000 volts to Los Angeles, making a short circuit and blowing out the fuses at the power house in Santa Ana canyon. He received no further injury than a slight burn on the scalp and a stunning fall to the ground.

* * *

The trouble between the employes and management of the Western New York and Pennsylvania Railroad has been settled, and the men from car shops in Buffalo, who have been on strike for an advance in wages, will return to work at once. The men get an advance of five per cent. in wages, dating from July 1st, and a further advance of five per cent. at the end of the year if business warrants.

* * *

At the wedding anniversary of a railway magnate one of the guests, noticing a somewhat lonely looking and rather shabbily attired man in one corner of the parlor, walked over and sat down near him. "I was introduced to you," he said, "but did not catch your name." "My name," replied the other, "is Swaddleford." "Oh, then you are a relative of our host!" "Yes," rejoined the "poor relation," with a grin, "I am his cousin, one million dollars removed."

* * *

The Labor Department, United Kingdom of Great Britain, has just issued its fifth annual report. It shows that all the principal groups of industries shared more or less in a rise in wages. The result of all the changes recorded was a rise of about \$217,800 per week, of which the greater part is accounted for by the engineering, shipbuilding, mining and building industries. In round numbers, the workers have secured \$11,300,000 increase in wages annually through trade union effort.

Marconi's system of wireless telegraphy is proving very successful on the British coast. Operators are stationed twelve miles apart, on the South Foreland Lighthouse and the Goodwin Lightship. The operators report that questions and answers are exchanged almost as in ordinary conversation. One of the most important points established is that the current is not affected by stormy weather, so that great advantages will result in cases of shipwreck.

* * *

This is what the daily papers report Edison as saying he is doing how: "At present I am working on a device for sending photographs by wire. I am perfecting the machine now, and it will be a success. By this invention an artist can place his sketch in it and by attaching the same to a wire send in the picture to his paper. I am doing the work for Homer Davenport, the artist. This thing has been done before, but the machines have been too cumbersome. I intend to have this one made similar to a kodak."

* * *

Here are a few things which have not appeared in the daily boomers of "reviving business:" The wages of the women employed by the "model" National Cash Register Company were reduced ten per cent. They are not organized, but they bear it, even if they omit the grin. The Dueber Watch Company, of Canton, Ohio, introduced machines, and simultaneously reduced wages twenty per cent. Thus, the employees not displaced by the machines, can perform the double function of paying for and operating the machines. These employees are also unorganized.

* * *

When we figure that our civilization of the Indians has cost us more than \$100,000 a head, this accounts for the dead ones only, as death is the only civilizer, and we also remember that there are 10,000,000 Filipinos, it is not surprising that some of the good people balk at the idea of Christianizing and civilizing the savages. We can not afford it, and the majority will be perfectly well pleased to have some other nation take up the job. We've civilized the Indian and enfranchised the negro, and the world ought not to ask us to undertake anything further.

—*Trainmen's Journal*.

The famous old city of Ghent, Belgium, is built on twenty-six islands, which are connected with one another by eighty bridges. Three hundred streets and thirty public squares are contained in these islands. Ghent is famous because Charles V. and John of Gaunt were born there. It has been the scene of many treaties, insurrections and revolts, and it was there the treaty was made terminating the war of 1812 between this country and England.

* * *

United States Labor Commissioner Carroll D. Wright has reported to the industrial commission that the Federal labor bureau has expended \$1,910,280 since its organization in January, 1885. This amount does not include the cost of printing and binding the reports of the department, but does include the total cost of collecting the material and preparing it for the printer, and the general administration of the office.

* * *

The Baltimore and Ohio Railroad, on May 1st, abolished the slow process of running the pay cars over the entire road, involving an expenditure of three weeks' time in distributing a large bulk of currency, aggregating a million dollars a month, and adopted the more convenient, expeditious, and safer process of distributing, through the hands of station agents, checks payable at any one of the banks on the line, and by any agent of the company.

* * *

Seven thousand circulars were sent out by the United States Commissioner of Labor to as many representative employers in certain lines of manufacturing and business for the purpose of finding out to what extent the fact of being a drinking man bars an applicant from obtaining employment. Six thousand, nine hundred and seventy-six replies were obtained, of which 5,367 were to the effect that such a habit was taken into consideration in employing men, and that it was a matter of business precaution to hire only such workmen as were free from the drinking habit, and, therefore, had clear heads, and were less likely, in consequence, to involve their employers in litigation for damages resulting from accidental death or injuries at their work. The above facts are well worthy the attention of wage-earners.

The Canadian Government has decided to construct a telegraph line to the Klondike country. The plan is to build a line between Lake Bennett and Dawson City at once. At the same time surveyors will leave to examine the country Northward from Quesnelle, B. C., which is the terminus of the present Government system, and see how to connect the line to Dawson. The Government will retain the line in its own possession, having decided that it is too valuable and too important from the standpoint of national safety to be allowed to go into any other hands.

* * *

The Baltimore and Ohio road has taken up the matter of news agents on its trains, with the result that an effort is to be made to prevent passengers from being unnecessarily bothered by the sellers of newspapers, etc. Under the new arrangement the agents can call their goods only four times within an hour in the regular day coaches. They cannot call them at all in the sleeping, parlor, chair or dining cars, as it is well understood that an occupant of any of these cars can always get what he wants through the porter, whose duty it is to look after the wants of passengers.

* * *

An English court has just decided a peculiar case which must be of as much interest to the traveling public of America as to the people of the mother country, where the railway seat grabber seems to be as much in evidence as here. A traveler, having occasion to leave a car at a way station for a few moments, left his umbrella on the seat until his return. Another passenger took the seat and refused to vacate until forcibly ejected. Counter suits were brought, and the case was decided in favor of the original occupant, the presiding judge holding that he had a right to eject the intruder by the use of reasonable force, if necessary.

* * *

Says the *Louisville Evening Post*: Millions of dollars are being spent under the interstate commerce laws that require that safety appliances shall be put on freight and passenger cars, such as automatic car couplers, safety handles, power brakes and other arrangements which are intended to save the lives of passengers and employes; but no law has been passed, nor can be

passed, which will force men to be in condition to control their appliances according to law. The best investment the railroad companies ever made to insure safety to their patrons and employes was to provide for the uplifting of these men; for as they lift themselves up they elevate their calling.

* * *

A strike of the train hands employed on the Brooklyn bridge occurred, and after congesting traffic for twenty-five minutes, ended in favor of the men. The cause of the strike was a new time and pay schedule prepared by the elevated railroad companies some days ago, and which materially cut down the earnings of the men. About 5,000 people cross on the elevated cars to New York every hour from six to nine o'clock in the morning. The strike started at seven a. m. and thousands of travelers were compelled to either walk across the bridge structure or take the trolley cars. The railroad companies took down the new schedule and put up the old one, and at twenty-five minutes past seven the strike was over and the trains running again as usual.

* * *

The Legislature of Wisconsin passed a measure initiatory to the adoption of a constitutional amendment prohibiting the use of railway passes by public officials and employes. As the bill came up in the Senate for final passage Senator Woodworth delivered a humorous oration entitled "The Passing of the Pass," concluding as follows: "And, Senators, when we shall be as the pass is now, 'cold, dead and dumb to all the world contains,' may the president of the celestial railway send to each of us a pass with no hard conditions indorsed upon its back, a pass that will carry us free of charge through the dark night to the illuminated terminus of his line, from whence return transportation is never issued and, I trust, Senators, never desired."

* * *

An electric locomotive headlight with entirely new features has recently been placed for trial upon an engine of the Big Four Railroad. The distinctive feature of this headlight is a powerful vertical ray of light projected to a great height into the air. This is done by a semicircular reflector placed at an angle of about forty-five degrees across the front of the headlight glass.

The candle power of the light is said to be 6,000 and one third of this light is said to be reflected vertically. The object of the vertical ray is to more readily tell the location of a train. On crooked roads this feature may be particularly desirable as the position of a train may be very closely known even while it is behind a small hill that would make impossible the seeing of the usual horizontal-ray lights. The light and generating apparatus are the invention of Mr. Edgar A. Edwards, an electrical engineer of Cincinnati. The generator is claimed to have sufficient power for passenger train lighting as well.

* * *

English railways are gradually adopting the American system of handling baggage, and in some instances are even going beyond the facilities offered by the lines in this country. The London and Northwestern Railway has for some months collected and forwarded baggage in advance for travelers to the seaside and other tourist resorts at a uniform charge of twelve cents a package. The plan has met with so much success that beginning with the new year the company has extended it to apply to baggage for all towns on the London and Northwestern Railway in England, Wales and Ireland, or on the Caledonian Railway in Scotland. By this system the traveler may have his baggage collected by the company's wagon from his house or hotel and forwarded a day or so before that on which he intends to travel. The charge of twelve cents a package includes delivery within the usual boundaries at destinations where the company has its own cartage staff. At other places the baggage can be addressed to be left "until called for" at the station. The company has also arranged a system of registration under which each package will be numbered and a receipt with a corresponding number given to the owner when it is turned over to the company.

* * *

The annual report of the New Jersey State Bureau of Labor Statistics will this year contain some data gathered to show the relative conditions and earnings of union and non-union men in the same trade. The information shows that the union men for the year ending June 30, 1898, earned larger incomes than the non-union men. In the

glassware trade the average yearly earnings of the union men was \$1,386.15, and of the non-union men \$666.85. In the cigar trade the union workers had an average yearly earning of \$597.78, and the non-union men \$251.74. In the hat trade the union men had an average yearly earning of \$500.10, and the non-union men had \$335.88. Does unionism pay? According to this commission the yearly wages of cigarmakers and glassworkers were double that earned by the non-unionists. These figures cannot be charged up as the padded or bolstered findings of a partisan union man, since they are gathered by an unprejudiced official of the state. What is undisputably true in New Jersey regarding the difference in wages of union men as against the compensation of the non-unionists, is also true of and applies to all other states. Can a more eloquent plea in favor of unions be found?—*Cigarmakers' Journal*.

* * *

"It is rather amusing," remarked the head of the biggest bureau de change in London to the writer, "to notice the various methods in which men of different nationalities carry their worldly wealth. The Englishman carries his all loose in his right hand trousers pocket—gold, silver and copper all mixed up together. He pulls a handful of the mixture out of his pocket in a large, opulent way, and selects the coins he has need of. The American carries his 'wad of bills' in a peculiar, long, narrow pocketbook, in which the greenbacks lie flat; the Frenchman makes use of a leather purse with no distinguishing characteristics, while the German uses one gayly embroidered in silks by the fair hands of some Lottchen of Mina. The half-civilized capitalist from some torrid South American city carries his dollars in a belt with cunningly devised pockets to baffle the gentlemen with the light fingers. Some of these belts are very expensive. The Italian of the poorer classes ties up his little fortune in a gaily-colored handkerchief secured with many knots, which he secretes in some mysterious manner about his clothes. A similar course has charms for the Spaniard, while the lower class Russian exhibits a preference for his boots, or the lining of his clothes, as a hiding place for his savings."

PERSONAL MENTION

BORN.—On the thirteenth day of April, 1899, to Bro. and Mrs. A. F. Tate, a nine pound boy.

BORN.—To Brother and Mrs. P. A. Case, April 1, 1899, a ten pound boy, a firm believer in the O. R. T.

BORN.—To Mr. and Mrs. E. J. Peterson, of Seattle, Wash., on April 11th, a fine girl. All are doing well.

BORN.—To Brother and Mrs. E. Deming Smith, at Niagara Falls, N. Y., April 11, 1899, a seven pound boy.

BORN.—To Brother and Mrs. E. B. Hayden, of Visalia, Cal., an eight pound O. R. T. boy, on April 24, 1899.

BORN.—To Brother and Mrs. Arthur A. Mosher, at Panama, Mo., a six and one-half pound O. R. T. girl, April 5, 1899.

WANTED.—The present address of J. A. Redden, a one-armed telegrapher; last heard from at New Orleans. Address Agent, Southern Railway, Jackson, Georgia.

WANTED.—Present address of O. H. Haws. Last heard from was working for G., C. & S. F., at McGregor, Texas, last November.

J. L. McNEILL,
Care K. C. M. & B. R. R.,
Sulligent, Ala.

WANTED.—Address of R. E. Jenkins, a telegrapher; last heard from was at Hoehnes, Colorado, working for the A., T. & S. F. Ry., in January, 1899. Any information will be gladly received by his mother.

MRS. V. C. JENKINS,
Convoy, Ohio.

BRO. R. L. BROGDON, of Atlanta Division No. 70, formerly with the Southern Railway at Atlanta, Ga., is now train dispatcher for the Seaboard Air Line, at Abbeville, S. C.

ANYONE knowing the present address of J. S. Fockler or Geo. F. Fisher will confer a favor by notifying me.

W. V. POWELL, Grand Chief.

SEVERAL correspondents want to know if any particulars are obtainable regarding a new railway being built from the Soudan to the cape in Africa. Members in possession of information on this subject are requested to correspond with the G. S. & T.

MARRIED.—Bro. George C. Hall, of Fulton, Kentucky, and Miss Mattie Ketcham, one of the belles of that city, were united in matrimony on Wednesday, April 5, 1899. Brother Hall is an attached member of the Grand Division. The telegraphers send congratulations to the happy couple.

WANTED.—Present address of Wm. D. O'Brien, formerly engineer on Colorado Midland and Santa Fe Railways. Thought to be working in California. Brothers who can give me any information will greatly oblige

JOSEPH HASKELL,
Caddoa, Colorado.

WANTED.—Address of Samuel Willkison, formerly a member of the Fourteenth Company, U. S. V. Signal Corps. Last heard from at New Orleans. Anyone knowing his whereabouts will confer a favor by communicating with the undersigned.

L. C. PRICER,
Ex-member 14th Co., U. S. V. S. Corps,
(Gen'l delivery), Terre Haute, Ind.



MISCELLANY

The Federation Articles Amended.

THE third paragraph of Section 6 of the Articles of Federation governing the Federation of American Railway Employees has been amended in accordance with the provisions of Section 13, to read as follows:

"Each Organization shall handle its own grievances and those of its own members under its own laws up to such time as it has exhausted its efforts. When the General Committee or Board of Adjustment and the chief executive or his legal representative have failed to reach a satisfactory adjustment of any matter properly in their hands, and it is deemed by them proper to proceed further, a full statement of the matter, of all steps taken, the exact condition existing at the time the statement is made, and description of any settlement which it is possible for the committee to make, shall be printed and handed to each member of the organization with a blank coupon or vote, in the following form:

(Name of Organization).

.....(Date).....

.....(Name of Chairman)...., Chairman, General Committee (or Board of Adjustment) of the(Name of Organization)....., for the Railway.

I have read the statement of case in your hands bearing date of, and I hereby cast my vote(Member voting will write in the word 'for' or 'against') .. a strike in order to adjust said complaint, providing same shall be approved by the proper authority in our Organization and by the Federated Board.

"This vote will be placed in a sealed envelope by the member voting and be handed to the committeemen authorized to receive it. When the poll is complete, it shall be canvassed by the General Committee and the chief executive of the Organization, or by a sub-committee appointed by the General Committee and some person duly

authorized to represent the chief executive. Ballots will be preserved and laid before the Federated Board, if it is convened.

"When the executive of the Organization has the vote of two-thirds of his members employed on the system in favor of a strike, and is ready to approve such strike under the laws of his Organization, he may call upon the Chairman of the Executive Committee to convene the Federated Board. The Chairman of the Executive Committee will notify each of the executives, setting time and place of meeting, and each executive officer will notify the Chairman and Secretary of the General Committee of his Organization of that system to attend such meeting of Federated Board."

Tanquary's Dog.

ON ACCOUNT of Brother Tanquary's recent elevation to the Senate of Colorado we have been requested by several members to reprint the story anent his celebrated dog that appeared in the June, 1896, number. Here it is:

If people must tell telegraph stories, why not tell truthful and reasonable ones—such as are susceptible of proof? For instance, why has nobody thought it worth while to tell the world about Tanquary's dog? There is a narrative—beautiful, chaste and instructive, and one to which every operator on the Denver and Rio Grande, from Denver to Pueblo, will swear. The facts are simple and elevating. Tanquary was an operator at Graneros, Colo., a metropolis made up of a freight car, set off to one side of the road for use as a telegraph office, and the house of the section foreman. Sundry coyotes and other wild fowl raised their voices in insurrection in the night, and the sand and rocks baked and quivered in the day. And Tanquary got lonesome.

Perham sent him a dog. A mean looking animal of mingled breeding, mostly bad, and with a tail of the length, breadth and thickness of a banana. But he was welcome to Tanquary, who didn't even have an occasional tramp to shoot at, or any other permissible means of relaxation. Tanquary taught the dog to go to the section foreman's house, where he boarded, and fetch his lunch, although at first the dog was inclined to make a Roman holiday of the food, causing Tanquary much irritation and fatigue from beating him. The operator taught the dog to stand on his head, to leap sideways, to chew tobacco, and some other accomplishments. And on his own account the dog secretly set to work to learn other



TANQUARY'S DOG.

things of which Tanquary knew nothing. The two were much attached to each other, as is the case always with people of similar habits.

So much so that when Tanquary went on his customary semi-annual trip North to see if Denver was still there, and to help to renovate, reconstruct and paint it he took the dog along. They had sundry adventures, which may be passed over in silence and in sorrow, and finally brought up in a poker game behind a barber shop on Wazee street, three utter strangers having decided to gather in the telegrapher's six months salary. They played with great energy and unceasingly, until the railroad man had reached the dregs of his pocketbook. He looked about him in sorrow, and his eyes fell on his dog, which had taken a position on a chair across the room, and which seemed to be much interested.

"If you people are sports," said Tan., "you'll let me put that dog in against a dollars worth of excitement, and we will go it a little longer." Then he told of the accomplishments of the dog, and put him through a few tricks. The dog seemed to be worried about it, and you could see he was not at all satisfied with his new duty of masquerading as a jackpot. The three sports, being satisfied with the animal's educational advantages, acceded to the operator's request.

Whereupon the game became one of life and death. Tanquary after the draw found himself possessed of two kings and the same number of tens. All but one of the strangers fell by the wayside, and Tan. was getting worried about the single opponent he had, for the fellow had held up three cards. The operator weighed his hand, looked at it, felt it and tested it by all his other senses, for he didn't want to fritter his dog away on nothing. Suddenly he heard a sound as of the falling of manna. His telegraphic ear caught from some mysterious source these Morse characters:

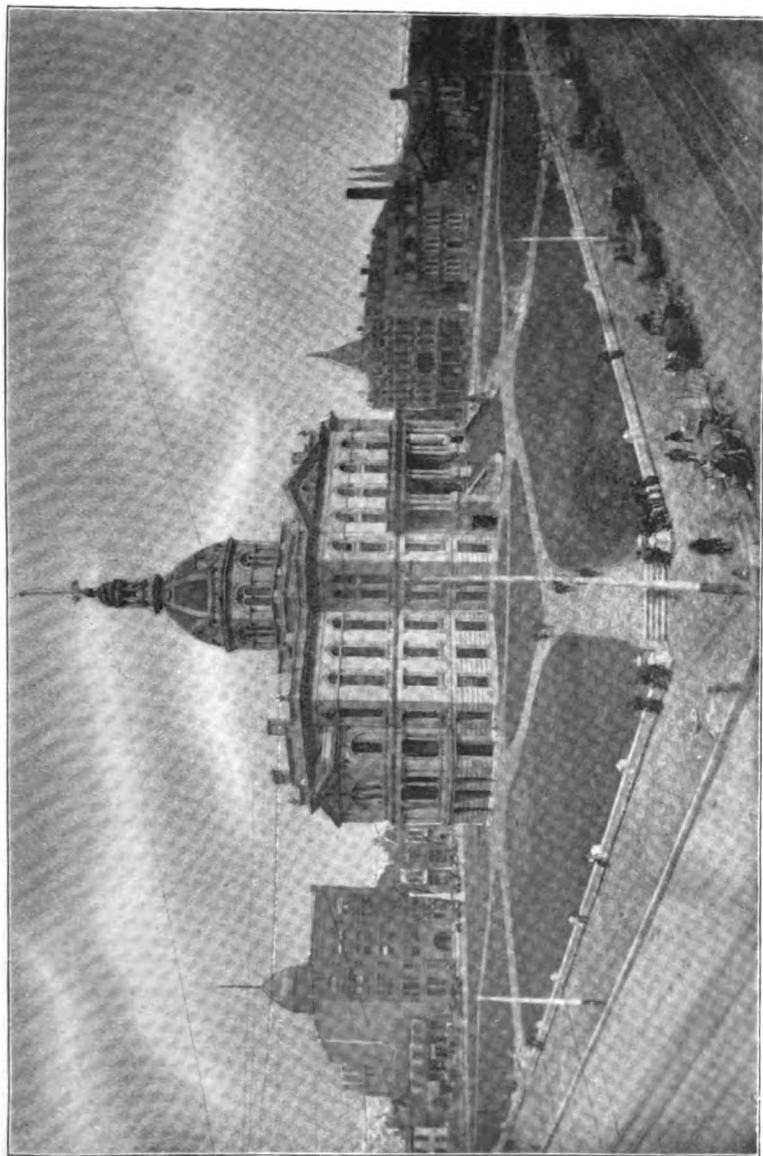
"....."

Tanquary was one of those men who did not inquire into the whys and wherefores of Providence. When a miracle was performed, the purport of which was to inform him that the other man was bluffing severely on deuces, he accepted it without cavil, and played back with all his strength. The result was that he garnered two dollars and eighty-five cents on that pot and was staked for the next deal.

They started in again, and Tan got three kings. He was inclined to bet like an amateur in the hands of a tout at a race-track, but suddenly across his organ of hearing came the low, sullen statement:

"....."

Tanquary cast a hurried and startled glance about to see if the angel and minister of grace would make himself visible as well as audible, but saw nothing of the kind. Nevertheless, he threw down his kings, losing ten cents. On the next hand he reaped twelve dollars on a spirit manifestation by telegraph of a pair of fives in one man's hand,



PEORIA COUNTY COURT HOUSE, PEORIA, ILL.

a bobtail flush in that of another, and two pairs, kings up, in that of the third, while he himself had three small threes. As the night progressed the operator grew in wealth until one by one the three sports fell by the wayside, and in the gray of the morning the man from Graneros gathered up \$1,753.50, and rose to go.

"Well," snarled one of the three foemen, the last to succumb, "I hope that now you have money enough to buy that infernal dog of yours some grub. He has been standing up there on that chair wagging his measly stub of a three-inch tail and pounding against the woodwork with it all the night in anticipation of the feed your winnings would buy him."

Tanquary looked up in a rather startled way, for a great truth was dawning upon him. It was true. The dog had stood for five hours on the chair to the rear of the other men, and the operator saw that his small, stiff tail was sandwiched between two uprights belonging to the back of the furniture. As he looked the tail took on action and this message was borne to him:

".....
.....
....."

And with a devout look of thanksgiving the Graneros personage murmured:

"No; we didn't do a thing to them."

That Chinese Student Story.

WE HAVE received the following communication from a prominent telegrapher in Nevada, which is self-explanatory. Perhaps our esteemed contemporary, *The Telegraph Age*, can throw some more light on the subject:

"I notice in THE RAILROAD TELEGRAPHER, for March, a story taken from *The Telegraph Age* accusing Miss Irene Heckle, a telegrapher working on the San Francisco and San Joaquin Valley Railroad, at Fresno, of teaching Chinamen telegraphy. Now, I wish to say, in behalf of our Order and the accused party, that it is not true, and I wish that you would kindly contradict this story in your next issue of THE TELEGRAPHER. Miss Heckle says she is a friend of the profession, and not an enemy; that she has no idea of teaching anyone telegraphy, much

less a Chinaman, and she also wishes to have her denial given as much publicity as possible, as this most absurd and false statement has hurt her feelings."

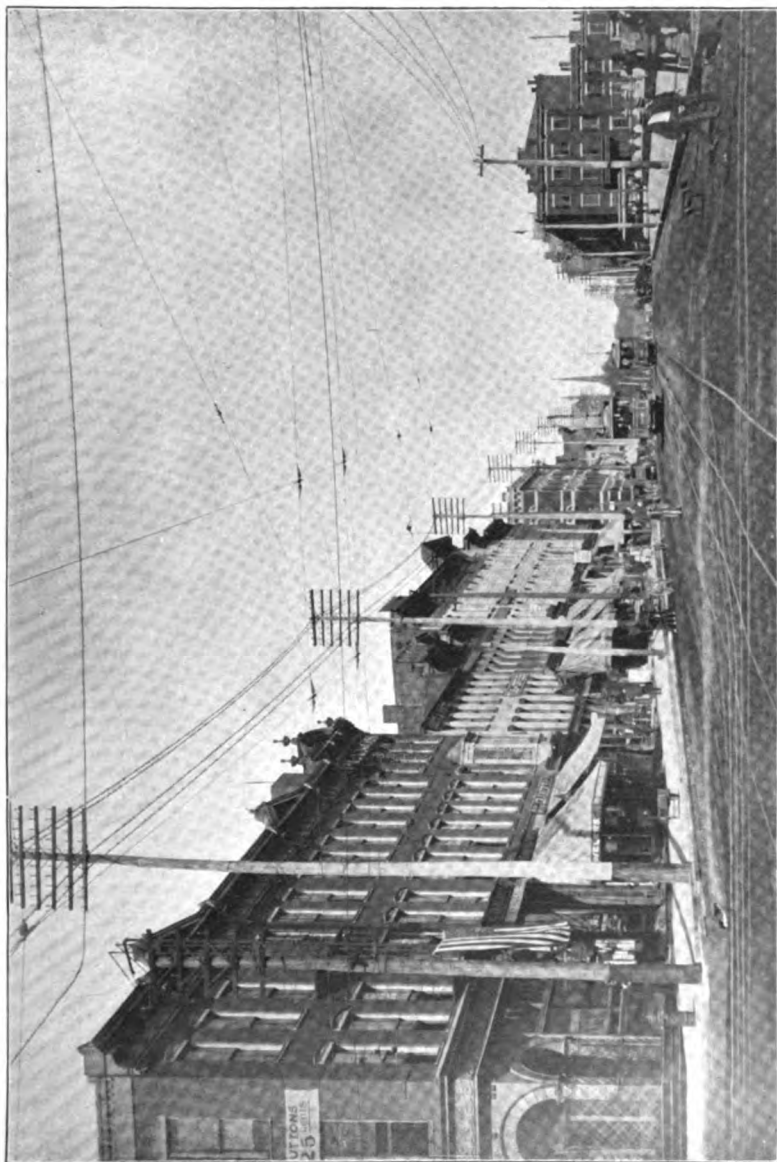
Wireless Telegraphy Explained by Tesla.

OF ALL the great inventions which Tesla has well on the way towards that point where they can be given to the world for every-day use, his wireless telegraphy invention is the farthest advanced. All that is necessary now is the formation of a company to put up the public station. The principle of this invention is almost too well known now to bear extended explanation. Briefly described, it consists of constructing an apparatus to stir up the electric currents in the earth in such a way that their disturbance will be felt on a second apparatus fitted up in a different part of the world. Different disturbances of the electric currents produce correspondingly different impressions on the second apparatus—the receiver—and in this way an intelligible code is readily arranged.

For the benefit of non-scientific people the great inventor has (writes an interviewer) described for me his wireless telegraphy invention in the following words:

"Imagine you have on a table before you an immense rubber bag snugly filled with water. I take a rubber tube with a piston-rod in it and insert the tube into the rubber bag. When I press on the piston-rod I compress the water in the bag so that it expands the bag.

"When I withdraw the piston," continued Tesla, "the bag will shrink just so much as there is water drawn up into my tube; and now if I put a second tube with a piston-rod into the bag at the other end, at every pressure of the first piston-rod the effect will be felt and measured in the second tube. Now, if a certain action of one piston-rod indicates a certain word or a certain sentence, if you watch the other piston-rod carefully you may easily read it. This is exactly what takes place in wireless telegraphy," concluded Tesla; "let the rubber bag stand for the earth, the water for the electric currents in the earth, and the two



MAIN STREET, PEORIA, ILL., LOOKING NORTHWEST FROM ADAMS STREET.

tubes and piston-rods for a sending oscillator and receiving oscillator. One sort of disturbance by one oscillator means a certain sentence, and when this particular disturbance is recorded on the second oscillator the operator there knows exactly how to interpret it."

The "oscillators" to which the inventor refers are huge discs on which are insulated hundreds of coils of copper wire whose ends connect with the centre of the disc, where there is a huge round copper ball. They are really the only apparatus required for wireless telegraphy. To operate them Tesla simply turns the transmitting oscillator face downwards, and turns on a current which causes immense tongues of visible electric flashes to leap from the ball into the ground. The receiving oscillator has a delicate contrivance which throbs with each disturbance of the earth's electric currents and records them on a specially contrived apparatus.—*Pearson's Magazine for May.*

Trifles.

A FRIEND once called upon Michael Angelo, who was finishing a statue. Some time after he called again, and, looking at the figure, said:

"You have been idle since I last saw you."

"By no means," replied the sculptor. "I have retouched this part, polished that; I have softened this feature, and given more expression to this lip."

"Well, well," said the friend, "but these are mere trifles."

"It may be so," said Angelo, "but trifles make perfection, and perfection is no trifle."

A Schreiner Parable.

AND the woman stood far off on the bank of the river. And she said, "For what do I go to this far land which no one has ever reached? Oh, I am alone! I am utterly alone!"

And Reason, that old man, said to her, "Silence! What do you hear?"

And she listened intently, and she said, "I hear a sound of feet, a thousand times ten thousand and thousands of thousands, and they beat this way!"

He said, "They are the feet of those that shall follow you. Lead on! Make a track to the water's edge! Where you stand now the ground will be beaten flat by ten thousand feet." And he said, "Have you seen the locusts how they cross a stream? First one comes down to the water-edge and is swept away, and then another comes and then another, and at last, with their bodies piled up, a bridge is built and the rest pass over."

She said, "And of those that come first, some are swept away and are heard of no more; their bodies do not even build the bridge?"

"And are swept away and are heard of no more—and what of that?" he said.

"And what of that—" she said.

"They make a track to the water's edge. And over that bridge which shall be built by our bodies, who will pass?"

"The entire human race."

And the woman grasped her staff.

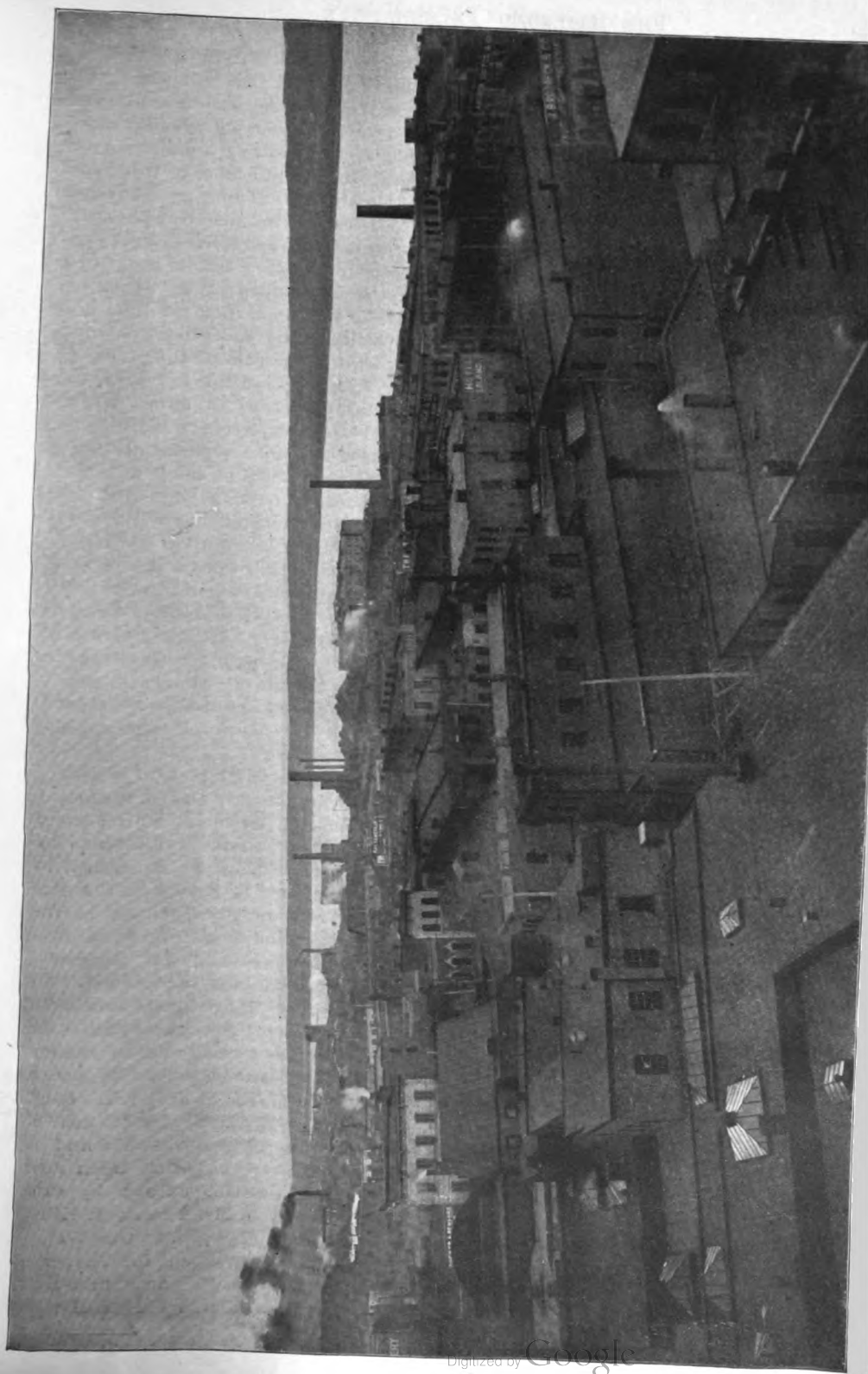
And I saw her turn down that dark path to the river.—*Olive Schreiner.*

A New Firearm.

WHAT seems to be a very formidable rival to the revolver is the light automatic carbine or pistol which has recently been put upon the market in three patterns, two of which come from Germany and the other from Belgium. The new weapon is only half the weight of a rifle, it is sighted to 500 yards, it will come in half for packing, and its cost is under ten pounds. Ten cartridges can be inserted in one second, and as many as eighty shots per minute have been fired from this compact weapon. The ammunition used is of the smokeless variety, and the cartridges are very light in weight. The weapon will doubtless prove of great use for sporting as well as for more serious purposes.—*Chamber's Journal.*

Some Other Cause.

A FRIEND and I have had a series of discussions on the question of poverty, my friend contending that all the miseries of the world (including poverty) were caused by the rum traffic. During our last talk upon the matter he regaled me



with a recital of the outrageous conduct of "lowdown ruffians," while collecting garbage along our street. I reminded him of the influences under which these ruffians were born and bred, asking him what he would do with people so offensive if he could have his own way.

"I would put them on an island by themselves," he replied.

"Then you would collect your own garbage and do all those things that require cheap labor?"

"O," he replied, incautiously, but with perfect frankness, "there are hundreds of thousands of respectable poor people!"

"Hundreds of thousands of respectable poor people!" I repeated, wishing to get him to commit himself to that assertion.

"Yes," he replied.

"Hundreds of thousands of poor people who are respectable and don't get drunk?"

"Yes."

"Then what causes their poverty?"

My friend was nonplussed. In the future he will probably ascribe our widespread poverty to some other cause than drunkenness.—*Detroit Justice.*

Work of the Future.

MR. WALTER P. PHILLIPS writes an interesting letter to *The Telegraph Age*, under date of April 10, 1899, as follows:

"From time to time my telegraphic friends, who know of the Morse automatic system worked out by Mr. Weiny and myself, write to me asking terms on which I will supply a set to enable them to become proficient as typewriter operators, by practicing type-writing at home from the Morse sending done by the transmitting side of the Weiny-Phillips system. The difficulty in the way of my supplying the demand, which seems to grow rather than to subside, has been that all the sets which were in use on the United Press wires, and which reverted to me when that organization went out of active business, were arranged for an incandescent light circuit as the motive power, and it has only been within a short time that I have found it feasible to adapt my mechanism to the power to be had through the medium of a spring motor, such as is used on the graphophone. By this means I shall shortly be

able to supply, through J. H. Bunnell & Co., a compact instrument that will meet the requirements of the many who have not yet conquered the typewriter, but who are anxious to do so, thus putting a premium on their work. In the estimation of the best experts, the only practical printing telegraph that is conceivable is secured by transmitting Morse over a line and delivering a type-written copy in single or manifold numbers, through the intervention of an operator, with brains in his head. Some things can be done by machinery and others cannot. This is shown in the case of the linotype machine. I have looked into any number of automatic type-setting machines which it was said would supercede the linotype, for the reason that from a perforated slip, or through the medium of some unprecedented accommodation on the part of divine Providence, type would cast itself, set itself up in lines, and the intervention of practically all human intelligence, in the process of type-setting, would be eliminated. In the same way theorists have dispensed in their mind's eye with telegraph operators; they have had their machines working, in dreamland, at the rate of a thousand words per minute, delivering a printed product, and the revolution of the telegraph business has often been predicted.

"Both the Morse telegraph and the linotype are still in extensive and magnificent evidence, and the machines which were to set type and to transmit intelligence by wire, with such aids as are contained in steel and brass, are in lonely and abject abeyance. Their inventors belong to the class of which one of it once said, enthusiastically, that he had achieved perpetual motion, with the exception of one cog.

"It has occurred to me that there is no field in which expert telegraphers can make their value felt as markedly as in connection with the slug-casting mechanism known as the linotype. The time will come, undoubtedly, when a very great deal of matter will be copied from the wire and set up on the linotype. This has been done already to a considerable extent by some operators, notably by Mr. Frank J. Kihm, of the Brooklyn *Eagle*, but the Weiny-Phillips system, as arranged for that special purpose, will enable any first-class operator who has familiarized himself with

the linotype keyboard to use that machine with as much ease as he uses the typewriter. My plan contemplates taking the sending on a matrix and delivering it to the operator, at any time and at any gait, that suits his convenience. The transmitting part of the machine will be under his absolute control, while the recording half of it will take, without breaks, and store — just as we store music on a graphophone cylinder — anything that comes over the wire. This matter can be reproduced within five seconds or five years later, if that were necessary. In view of all the tendencies, the day when Morse men who can use the linotype will be in demand is not far distant, and where the situation admits of their filling the dual positions referred to, their compensation cannot fail to be much better than it is in scarcely any other field. The machines that will enable them to work the linotype from the wire are now being built, and when completed they will be portable and can be used in any part of a composing room where there is a spring-jack handy and a linotype available.

Stringing Wires in Luzon.

BROTHER Frederic Shelda, of Ogden, Utah, Division No. 49, has written an interesting letter to relatives in Omaha, which has been printed in the *Omaha Bee*. It is dated Santa Ana, P. I., February 11th, and reads in part as follows:

Since we started out we have known very little rest, being on the go all the time, building and operating the telegraph lines under no easy circumstances. We first started out last Saturday night, when the first shot was fired at Santa Mesa, where the gallant Nebraska boys are encamped. It was on Saturday evening that the insurgents tried to place sentries on a small bridge that was located inside of our lines, and our boys crowded them back and when later on again the insurgents tried to repeat their performance with several companies of troops, the Nebraskans kept driving them back until they reached the enemy's blockhouse No. 9. The moment they reached there they opened fire on our boys. Then according to previous arrangements our men retreated as far as our lines, followed by the

insurgents, and then the fighting commenced. Our lines from the North side of the river as far as the bay were attacked at the same time.

This was 8:45 p. m. I had just come in from the Luneta, where the twenty-third infantry band was giving a concert. The "call to arms" was sounded, and in a twinkling we had off our white duck suits and had put on our brown canvas fighting clothes, strapped on our ammunition belts and six-shooters, and away went every man to his respective position. I was with Lieutenant Kilbourne (commanding our company), and with three more of our operators we started down the avenue on a double quick. Our place was with General Anderson's staff.

As soon as we reported to him he ordered us to go to the West end of Paco bridge and cut in a telegraph office there. I climbed up the pole and in less than a minute we had a fullfledged telegraph office in operation there. During this time we could plainly hear the rattle of musketry, getting heavier every minute, but the shooting cooled down about midnight without having reached our side of the river.

But as before the storm comes a lull, we had not long to wait. About 2:30 a. m. the insurgents shifted the scene to our side of the river and opened up on blockhouse No. 11, where three companies of the Washington regiment were on duty. Almost at the same time they attacked our forces all around the city.

The noise that followed them is indescribable. The booming of cannon, the clatter of cavalry, infantry going in every direction on double quick, and galloping horses with artillery coming down the streets over cobblestones, would make the average bystander think that the participants were too excited to know what they were doing, but such was not the case, for everybody knew beforehand where he belonged and what was expected of him. The firing by five o'clock had turned into volley firing and about this time our wire seemed to be in trouble between our office and Mowbray's office in blockhouse No. 11. I got the lieutenant's horse and galloped toward the blockhouse, about a mile and a half away, following the wire.

In the meantime the wire cleared and I

sat on my horse watching the battle at the blockhouse, about thirty yards from the road. It looked as though our boys would have to give up their position there, for they were greatly outnumbered. I tried to get to the blockhouse, but could not get by on account of our boys shooting across the road. While I stood there the Washingtons got reinforcements, and then what followed I will never forget. The mountain battery of four guns got into position on a small bridge nearby and commenced to tear up the position of the insurgents. It was just breaking day and the light showed where the enemy was concealed across the road.

On my way back to the office at Paco bridge I heard the bullets whistling all around my ears. On arriving at the bridge we found that sharpshooters concealed somewhere were shooting at us on the bridge. We finally located them in the convent just over the bridge. General Anderson ordered two companies to riddle the windows of the building, but that did not stop it, so he ordered the Sixth artillery to shell the place.

The artillery was situated on a knoll about 200 yards back of us. The first shot took down the tower and dome, but the second shot just grazed us and cut the wire in front. I ran down and picked up the end of the wire farthest from us and asked a soldier who was behind a stone wall close by to hold the end of the wire while I went and got the other. Just as I gave him the wire and before I had left him a sharpshooter in a house across the street shot him in the back. He steadied himself a second and fell over on the road dead. I called the ambulance and helped to put him in, then went and finished repairing the wire amidst a storm of bullets from every direction.

When General Anderson discovered that the houses all along our road were full of sharpshooters he gave orders to burn all the bamboo shacks as we advanced. By noon we had burned Paco, including the convent that worried us so much in the morning.

By this time another village had been burned and the troops in our vicinity had driven the enemy away over the lines from blockhouse No. 11. The Washington and Idaho regiments charged across the rice fields and drove the enemy out of their trenches, pressing them into the river and capturing

two fine Krupp guns. We lost pretty heavily in that charge. Both of the majors of the Idahos were shot dead. One of them had been promoted to brigadier general only an hour before his death, General King promoting him on the field for bravery displayed in taking one of the insurgent trenches.

During this time the fighting on the other side of the river was kept up pretty hot all night and day, and, to add to the grief of the Filipinos, our navy was playing havoc with them. The Monadnock was throwing ten inch shells that shook the earth every time they exploded. It cleared everything between the bay and the city of Pasig. The Charleston, anchored at Bacon de Vitas, was shelling Tondo and all the outlying districts on the other side.

At noon our wires went down between Gen. Anderson's field headquarters and the extreme front. The fires along the road melted our wires, so three of us started out to fix them. We worked through to blockhouse No. 11.

After we arrived there we started in to build our wire through with the troops as they advanced to the front. We captured Santa Ana the same afternoon. This was formerly the insurgents' headquarters for the army before Manila. Here we captured a lot of telegraph supplies, some that the natives had stolen from us during our first campaign in taking Manila. We also got their storehouses full of rice for their soldiers. We are feeding our prisoners with the rice that we captured.

I hope never to witness such sights again as I did during the battle. I saw some of our boys, even after they were shot, go right on fighting till they would drop from loss of blood. One of the Washington boys who was shot close by me said:

"Well, I guess that 'nigger' got me; some satisfaction in dying for our flag."

There was never a braver set of men than those we have here. It would be hard to say which regiment is the bravest; they all are.

We don't know our losses yet, but there will be a good many. Ambulances are bringing in the wounded nearly every minute. The insurgents' losses are very heavy, though of many of the dead we will never have any record. A good many of them were carried off by women.

The authorities are censoring all the cable news from here, so the papers won't get as much news as heretofore.

Excuse this writing and the stationery. It's some we captured at Guadalupe.

M. Gallagher

learned telegraphy while employed as a messenger boy and afterwards entered the service of the Pennsylvania Railroad Company as telegraph operator on the Philadelphia Division. After twelve years' work he was compelled to give it up on account of ill-health caused by close confinement to



M. GALLAGHER.

the office. After two years in other than railroad work he re-entered the service of the Pennsylvania Company as a brakeman on the Elevated Railroad, Broad street, Philadelphia, which position he still holds. He has been elected alternate delegate to the Second Biennial Convention to represent Philadelphia, Pa., Division No. 4.

A Lychnobitic Plug.

HE IS a fierce little man. He is eager to resent any fancied or intentional derogation of his powers, prowess or social standing. He handles the

"stuff hot from the wire" in one of the big Chicago dailies and, of course, is unknown of his friends in the daytime. For then, like the elusive opossum, he sleeps. He has a hot tongue of his own and is by no means averse to using it for the discomfort and ridicule of his kind. But he loves not a jest wherein he is the butt.

Not long ago he was seated at his desk in the early evening, trying to make two columns of foreign fit in a half-column hole. He was busy and very much absorbed. He bended over his labors in sad disarray, for it was a warm evening and he had removed coat and vest, the better to handle his stuff. To him came a friend, sad of face, mournful of demeanor, solemn as a monk. He had a duty to perform which irked him, for he feared bloodshed might result. Yet as a true friend, having the welfare of the telegraph man at heart, he could not remain silent.

"George," said his friend in a voice trembling with emotion, "I heard a fellow down in the saloon say you are a lychnobite."

"What's that?" asked George, as he dropped his stuff and sat up in a hurry.

"A man downstairs — you know him when you see him — says you are a common, plug lychnobite."

"He does, does he?" was the growling reply, and George rose and commenced to roll down his sleeves. "Well, you watch me. I'm going right down and hand him a couple. Lychnobite!"

"What the dickens is a lychnobite, Charlie?" asked another of the boys.

"Well," was the dubious answer, "I —"

"No matter," broke in George; "you fellows come along and see me give him his trimmings. It's some doggasted, brutal insult, and no man lives who can call me that and get away with. I'm going to the floor with him right now.

"Better look in the dictionary."

"Dictionary be darned. No such word there. I tell you, he wants trouble, and here's where he gets it."

But another of the crowd procured the dictionary, and finding the obnoxious word, brought it to the telegraph desk and, pointing it out to the belligerent George, retired without a word. George continued his preparations while bending over to read the definition. This is what it read:

"Lychnobite—One who labors at night and sleeps in the day."

Slowly George rolled his sleeves back, glanced about the room and in a short time was busy with foreign once more. The others laughed a gentle, merry laugh the while.—*Chicago Record*.

What Is a Scab?

AT A conspiracy trial held in England the prosecuting counsel gave the following definition of a scab: "A scab is to his trade what a traitor is to his country, and though both may be useful in troublesome times, they are detested when peace returns by all; so when help is needed a scab is the last to contribute assistance and the first to grasp a benefit he never labored to procure. He cares only for himself; he sees not beyond the extent of a day, and for a momentary approbation he would betray friends, family and country; in short, he is a traitor on a small scale, who first sells the journeymen, and is himself afterwards sold in his turn by his employer, until at last he is despised by both and detested by all. He is an enemy to himself, to the present age and to prosperity."

The World's Telegrams.

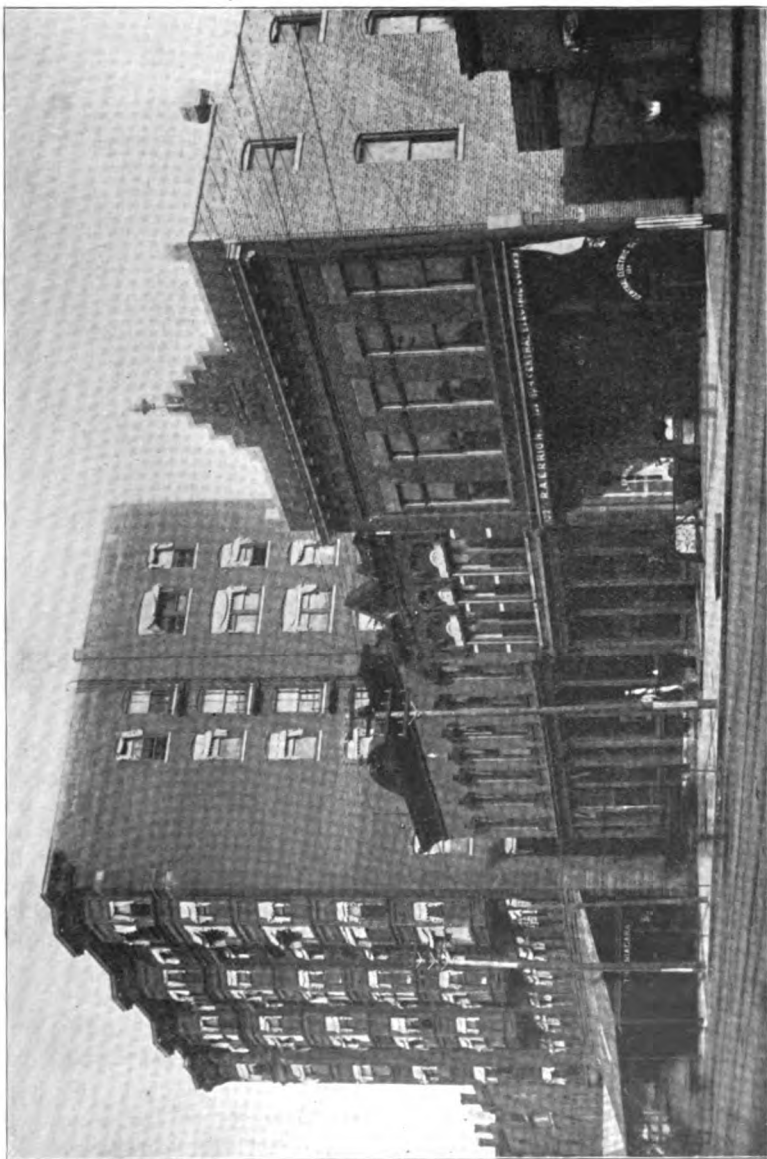
FIFTEEN years ago there were 40,000 telegraph offices in all the countries of Europe combined, and 10,000 in the United States, the number of messages sent being greater in proportion to the number of offices here than abroad. An official statement of the telegraph service of the United Kingdom, which is under government control, shows that in 1870 there were sent in England, Ireland, Scotland and Wales 6,859,177 telegrams, while last year the total number of telegrams sent was 83,029,999. The increase in some other countries is quite as large. In the United States, in 1870, the total number of telegraph messages sent was 9,157,644. Last year the number of messages sent was, approximately, 90,000,000, a larger number than was furnished by any other country in the world.

In 1870, the year with which the present telegraph statistics are usually compared, the number of messages sent in Germany was 8,200,000; last year it was 33,000,000. The number of messages sent in France in 1870 was 5,600,000; last year it was 55,000,000. In Italy the number has increased during the same period from 2,000,000 to 9,000,000; in Austria, from 3,300,000 to 13,000,000, exclusive of Hungary. In 1870, in Hungary, the number of telegraphic messages sent was 1,500,000; last year it was 12,000,000, a very substantial increase in a country the chief business of which is done in one large city. The number of telegraph messages sent in Holland in 1870 was 1,800,000; last year the total number was 5,000,000, which contrasts most favorably with the telegraph business of Spain, which amounted to 4,250,000 messages, though the population of Holland, by the last census, was less than 5,000,000, whereas the population of Spain was 18,000,000. Holland is a small country, and the requirements of communication by telegraph are by no means so many or so urgent as in a country covering a large area, and having imperfect communication between various points, as is the case in Spain.

By the last report there were 5,185 miles of lines in the Dutch Indies, with 106 officers; the number of messages was 614,065. In December, 1896, Batavia, Samarang, and Sourabaya were connected by telephone.

The total length of the telegraphs of the world, land and marine, is in excess of 5,000,000 miles, and the larger part of it is in America. It has been computed that the average cost of a telegraph message sent from one point of the United States to another was \$1 in 1870, 32½ cents in 1890, 31.6 in 1892, 31.2 in 1893, 30.5 in 1894, 30.7 in 1895, 30.9 in 1896, 30.5 in 1897, and 30 cents in 1898. More than 25,000 telegraph messages are sent in a year in South American countries, and more than 30,000 in Australia. The Russian telegraph system has been developed extensively of late years, but the United States continues at the head of all countries in the volume of telegraph business done.





NIAGARA BUILDING, PEORIA, ILL. GENERAL OFFICES B. R. T., B. L. F. AND O. R. T.

C. O. Girard

was born at Mendota, Ill., November 28, 1867. Was educated in the schools of that place. After graduating, in 1885, taught school for a time, and then went to Texas, where he entered the service of the M. K. & T. Ry. While here he learned telegraphy. Coming North again in 1889 he secured a position as clerk and operator at Wahpeton, N. Dak., with the Northern Pacific Railway, and has been with that company in various capacities ever since, at present holding the



C. O. GIRARD.

position of Wire Chief on the Lake Superior Division, at Duluth. Bro. Girard first joined the Order in 1890, and has always taken a great interest in the Organization. During the past two years he has been active in organizing the boys on the Northern Pacific, and is at present Secretary and Treasurer of Lake Superior Division No. 240, and also Chairman of the Local Board of Adjustment on that division. He has been elected a Delegate to the Grand Division meeting at Peoria.

W. A. Tenney

was born August 27, 1866, at Townsend, Mass., went West in 1883, where he mastered the art of telegraphy while employed on the

Chicago and Alton Railroad as helper at Marshall, Mo.; was promoted to station agent in 1886, and served in that capacity at various stations along the line of that company. In 1889 he entered the employ of the Denver, Texas and Fort Worth Railroad, and after a brief service with that company in Colorado returned to Kansas City, where he entered



W. A. TENNEY.

the employ of the Kansas City, Ft. Scott and Memphis Railroad, as operator in the general offices there. In 1890 he entered the service of the Union Pacific, working at Omaha, Ogden and Junction City, Kan., as train dispatcher. Bro. Tenney joined the Order in 1887, and is a Delegate to the Second Biennial Convention from Union Pacific Division No. 6.

H. Hayes Landry

was born at Anchorville, Macomb County, Michigan, October 5, 1876. He entered the Western Union service as messenger, at Saginaw, Mich., at the age of twelve years; mastered the art of telegraphy, and two and a half years later engaged his services with the F. & P. M. Ry. Co., at Clyde, as operator. Later he worked at Saginaw Junction, Lake, Flint, Midland and other points along this line. Was promoted to "GO" office at Sag-

inaw in 1893, and is now senior operator at that point. Was a charter member and was appointed General Secretary and Treasurer



H. HAYES LANDRY.

of Division No. 39 when it was organized in May last. He was elected alternate to the Second Biennial Convention.



J. F. BRIANT.

Delegate from Chesapeake and Ohio Railway System Division No. 40.

John Trainor

was born in Besable, P. E. I., Canada, October 31, 1872. He learned telegraphy at North Wilkeshire, and also at Hunter River, on the Prince Edward Island Railway. His railroad career commenced with the Canadian Pacific Railway at Fort Fairfield, Me., in the year 1892. In 1894 he went to work for the New York, New Haven and Hartford Rail-



JOHN TRAINOR.

way, as leverman, at Hingham, Mass. Finding that kind of work not congenial to his taste, he accepted a position as agent at Myricks, where he is at present employed. Bro. Trainor is a member of Boston, Mass., Division No. 34, and will represent that division as Delegate to the Second Biennial Convention.

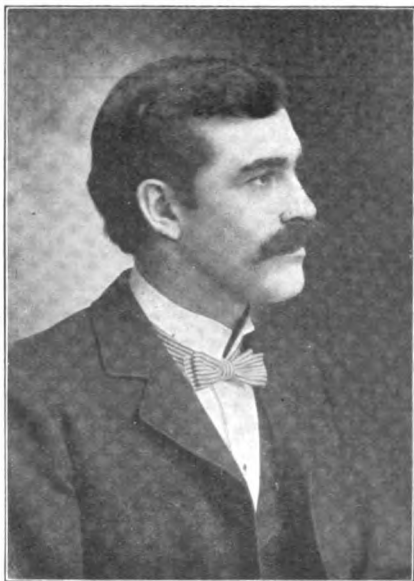
W. H. Allen

was born near Mill Green, Md., December 14, 1871. Learned telegraphy on the Baltimore and Lehigh Railroad, and was afterwards employed by that company as agent and operator for several years. Leaving there he entered the service of the C., St. P., M. & O. Ry. for awhile, but soon returned to the East, where he accepted a position

with the B. & L. again as bill clerk, and was afterward appointed baggage agent at the Baltimore Terminus.

In 1896 he accepted a position in the locomotive department as fireman on the Northern Central Railroad, and in due time joined the Brotherhood of Locomotive Fire-

He entered the employ of the Union Pacific Railway, as operator, in August, 1886, and is now and has been agent at Osceola, Neb., since 1889. He is now serving his second term as Chairman of the Local Board of



W. H. ALLEN.

men, which membership he still holds. He is now employed on the Northern Pacific in the train service as brakeman and train operator.

Bro. Allen joined Baltimore Division No. 17 at an early day, and has always been a consistent member; he is now with Helena, Mont., Division No. 13, and will represent that division at the coming Convention.

R. R. Genge

was born at Duart, Ontario, April 4, 1861; learned telegraphy in 1874; had charge of the village office of the Montreal Telegraph Company until the Summer of 1876. He entered the employ of the Canada Southern Railway (now the Michigan Central) in December, 1876, as operator, at Attercliff, Ont.; worked at various places on that road until January, 1880, when he was appointed agent at Alvinston, Ont., remaining there six years.



R. R. GENGE.

Adjustment of Union Pacific System Division No. 6. He was acting as General Chairman while securing the new contract with the Union Pacific Railroad. He is Master of Osceola Lodge A. F. & A. M.

T. W. Duffy

was born in Augusta, Ga., August 15, 1849. He had little chance to attend school on account of the war until 1866. He commenced his railroad career on the Piedmont Air Line Railroad, in 1873, as trainman and baggageman, where he stayed two years. Afterwards he quit railroading and went to farming in Jones County, Georgia, where he stayed until 1882. In the meantime he had married a Miss Ida Mitchell, in January, 1880. Becoming dissatisfied with bucolic life he secured a position as station agent at James, on the Georgia Railroad, where he is at present located, and in addition to his railroad duties has a nice mercantile business. Bro. Duffy joined the Order shortly

after Macon Division No. 114 was first chartered, and was elected Delegate to the Toronto Convention, but did not attend on account of the illness of his little boy, who afterwards died. After the suspension of Division No. 114 he allowed his membership



T. W. DUFFY.

to drop, but assisted to reorganize that division in 1895, and was elected Chief Telegrapher, and served in that capacity during 1895, 1896 and 1897. Was elected Alternate Delegate to St. Louis, in 1895, Delegate to Peoria, in 1897, and has been elected Delegate to the Second Biennial Convention.



T. W. LUSK.

Grand Division Organizer.

W. O. Miller

was born in 1862 at Fordwiche, Ont. Has been connected with railroading since 1875 in the capacity of messenger, operator, agent, in train service eight months, company's storekeeper, dispatcher and assistant superintendent's secretary; has held the position of chief train dispatcher on the Canadian Pacific Railway, at Vancouver, for over



W. O. MILLER.

eleven years. He is now agent at Kamloops, B. C., having given up train dispatching on account of failing health. Bro. Miller is Assistant General Chairman of the C. P. R. Division No. 7, and General Chairman of the Western Division, having now occupied these positions for years past. He has been elected delegate to the Second Biennial Convention.

J. C. Boggs

whose picture appears in this issue, commenced his telegraph career in 1877, on the Iowa Central, going from there to the U. P. Ry., then to the C. B. & Q., and for the past ten years has been associated with the Missouri Pacific Railway at St. Louis. He has been a constant member since 1888, being the prime mover in having Eureka

Division No. 121 organized at Creston, Iowa. After moving to St. Louis he united with St. Louis Division No. 50, serving in all the offices with credit. He was elected a delegate to the Cleveland Convention in 1888, to St. Louis in 1891, Toronto in 1893, Denver in 1894, St. Louis in 1895, Peoria in 1897, and is again a delegate to the Peoria Convention this year from the Missouri



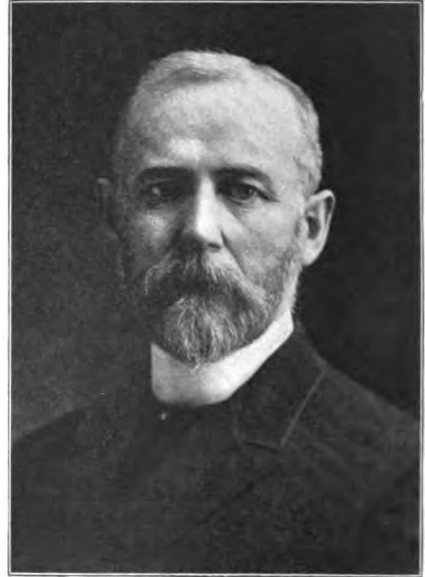
J. C. BOGGS.

Pacific System Division No. 31. Bro. Boggs' active work in the Order, as often happens, has elicited some criticism as well as a good deal of admiration, and while he has been considered by some as a radical, he has always enjoyed the reputation of being honest in his convictions and every move made was for what he thought to be the best interests of the Order.

Robert H. Reynolds,

General Chairman of the G. T. System Division No. 1, was born in Cornwall, England, in 1850, and came to Canada in 1870, entering the service of the Grand Trunk Railway as brakeman in June, 1871, and remained in the train service until 1875, when he received the appointment of agent at Middlemiss on the Southern Division. In

1890 he was promoted to Beachville, and is still agent for the Grand Trunk Railway at that point. Bro. Reynolds is one of the best known agents on the Grand Trunk Railway, and is deservedly popular with all classes. He was chairman of the General



ROBERT H. REYNOLDS.

Committee that secured a schedule for the telegraphers that has done much toward uplifting the profession in that territory. He has been elected delegate to the May Convention at Peoria.

J. W. Kennedy

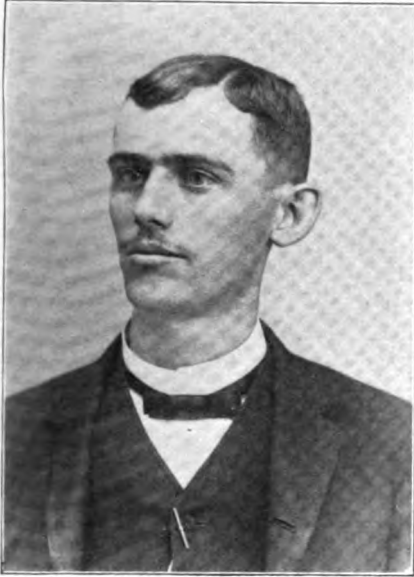
was born in Yorkville, Pickens County, Alabama, March 28, 1868, and moved to Moscow, Ky., in 1877. He entered upon the study of telegraphy at Coyce, Ky., 1887; went to Texas in the latter part of the same year and entered the service on the Southern Pacific Railway at Houston; worked at various places on that road between Houston and El Paso, leaving there in 1889 to accept a position as operator on the T. & P. Ry. He worked at several places along the line, working a short time in the dispatcher's office at Fort Worth. He left the T. & P. Ry. in July, 1890, and entered service with the Santa Fe as agent and operator in that

month; serving in this capacity at various stations on the G. C. & S. F. Ry. in Indian Territory and Texas, and is now agent and operator at Venus, Texas, which position he has held since the opening of the station in July, 1895. He joined the O. R. T. in 1890; enjoyed the distinction of being the oldest

and later as operator in the general office at Quincy, Ill.

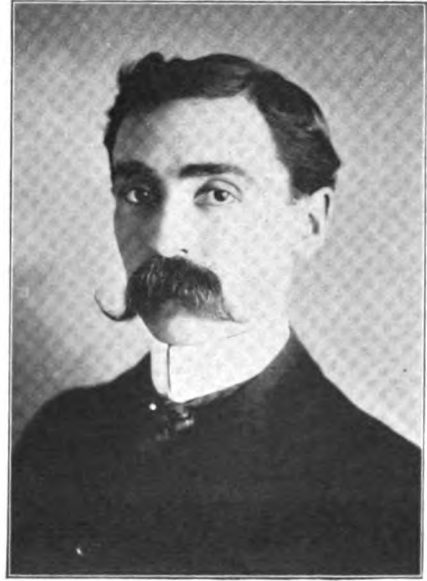
In May, 1887, he resigned his position at Quincy and entered the service of the Santa Fe construction department as operator and clerk, in an engineering camp on the new line then in course of construction between Kansas City and Chicago. After the completion of the new line, he accepted a station thereon and remained in the service of the road until August, 1889, being agent at Baring Mo., for a year previous to leaving the road.

In August, 1889, he resigned and went West, finding employment on the D. & R. G. Ry., in Colorado, and later on the R. G. W.



J. W. KENNEDY.

member of Lone Star Division No. 19 at Fort Worth at the time of the inauguration of G. C. & S. F. Division No. 20, and now holds Certificate No. 1 in that division. He is a Mason, Odd Fellow, Knight of Pythias and Woodman of the World.



WILLIS I. WILLIAMS.

Willis I. Williams,

the subject of this sketch, was born near Kirksville, Mo., April 29, 1866, and lived on a farm until seventeen years old. He received a district school education, with the addition of a few months attendance at the Missouri State Normal at Kirksville.

In April, 1884, he left school to learn telegraphy, and entered the Wabash Railway agent's office for that purpose. His first regular work was for the old Q., M. & P. R. R., now a part of the "Port Arthur Route" System, entering the service of that line in September, 1885, as agent at Noringer, Mo.,

Ry. in Utah. He remained with the R. G. W. and D. & R. G. roads until November, 1896, working at different points in Utah and Colorado, the last four years of which time were spent as operator for the D. & R. G. at Gunnison, Col.

Becoming dissatisfied with the confinement of a telegraph office and the vicissitudes incident to the life of a telegrapher, and thinking he could gain a livelihood in some more pleasing avocation, he bade farewell to railroad and telegraph work in November, 1896, and took up the study of law. He will graduate from the Law Department

of the Kansas State University the coming June, and expects to enter into the practice of the profession.

Bro. Williams became a member of the O. R. T. in the Fall of 1888, and has ever since carried an up-to-date card. During the Summer vacation of 1898, he did some work as an Organizer, organizing the L. E. & St. L. System Division, and doing work on the 'Frisco Line and Southern Railway.

He was elected by the members on the B. & O. Ry. to represent them in Peoria at the coming convention.

O. S. Cornell

was born in the village of Thedford, Ont., on June 24, 1866, at which place he received a common school education. At the age of sixteen he commenced the study of telegraphy in the commercial office in St. Marys, Ont., and in June, 1887, entered the service of the Grand Trunk Railway as operator,

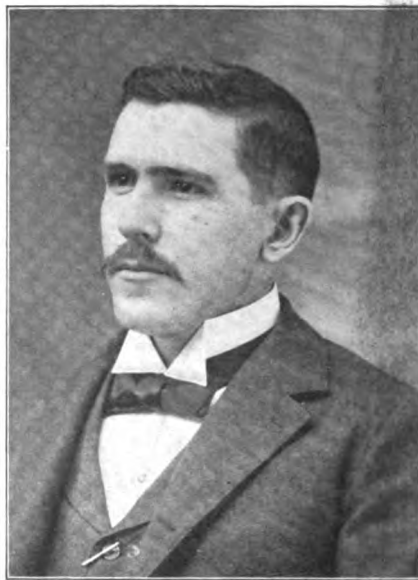


O. S. CORNELL.

and was appointed agent in June, 1895, and is still with that company. Bro. Cornell is Local Chairman of the fifteenth, twentieth and twenty-first district of the Grand Trunk Railway System Division No. 1, and was also elected Delegate to the Second Biennial Convention.

C. D. Whitney,

Alternate Delegate from Santa Fe System Division No. 23, was born October 22, 1865, near Cedar Grove, Ind. He has been in the Santa Fe employ as operator and manager

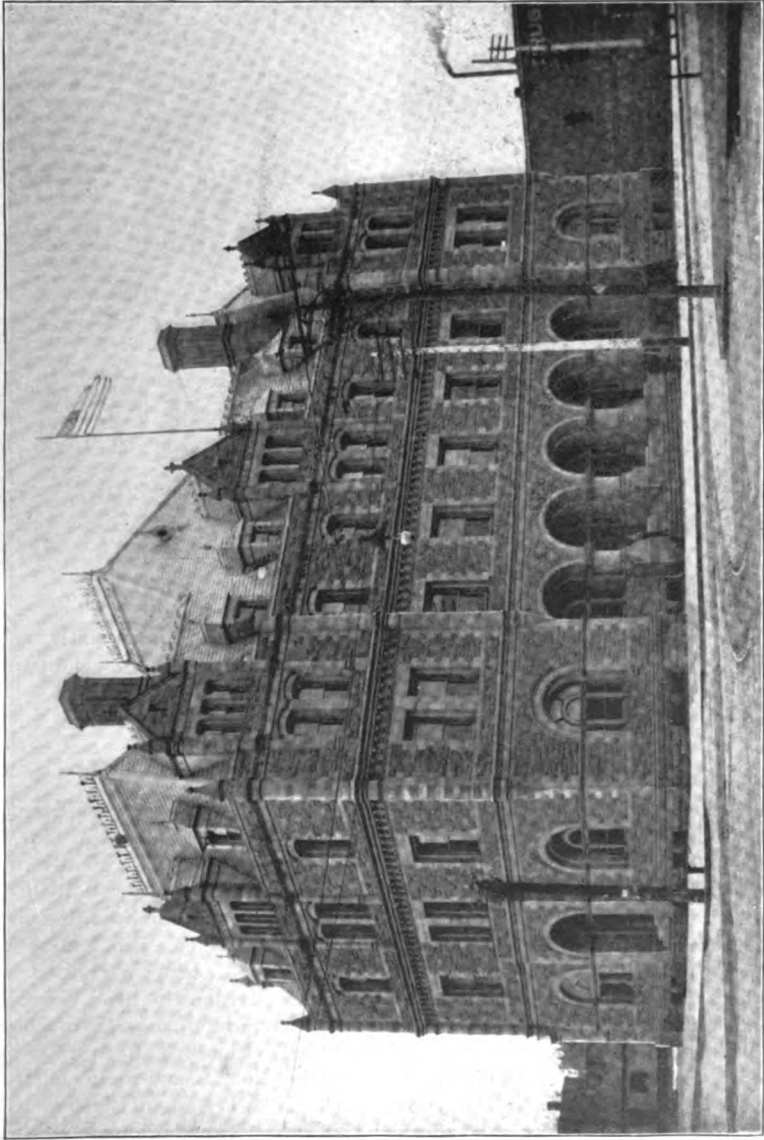


C. D. WHITNEY.

of its office at Newton, Kan., continuously since February, 1887. He joined the Order August 21, 1896, and has never been minus an up-to-date card since then.

William Clancy

was born in Urbana, Ohio, July 9, 1865, attended public schools there until the age of nineteen. Learned telegraphy on the "Nypano," which is now the Erie Railroad Co., in 1885, and has been in the employ of that company ever since. He is at present operator in the Union Depot at Mansfield, Ohio. Was the first member of the Order on the Western Division of the Erie, a charter member of Gem City Division No. 125, at Dayton, Ohio, in 1888, transferred to Columbus Division No. 38, in 1890, and to Summit City Division No. 218, Akron, Ohio, in 1892. Was a member of the General Committee that secured schedule on N. Y., P. & O. R. R., in 1892. Was elected Chief of Division No. 228, in 1894, and served the



UNITED STATES GOVERNMENT BUILDING, PEORIA, ILL.

Division in that capacity until July 1898, at which time the membership of that division was transferred to Erie Railway System Division No. 42. He was elected General

Northern Division. He went to work and soon had 112 out of 119 safely in the fold.

He was a valued member of the General Committee that obtained their recent sched-



WILLIAM CLANCY.

Chairman of that division in December, 1898, and Delegate to the Second Biennial Convention. Bro. Clancy was Delegate to the Denver, St. Louis and Peoria Conventions.



G. C. READ.

ule, and there is, consequently, nothing too good for him on the System in the eyes of the membership.

G. C. Read,

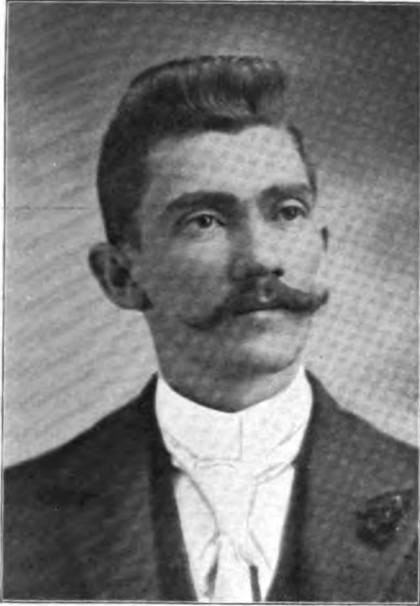
General Secretary Grand Trunk System Division No. 1 and Delegate to the Second Biennial Convention, was born in Peterboro, Ontario, June 8, 1854. His parents afterward moving to Bobcaygeon he attended common school at that place, and afterwards went to Trinity College at Port Hope, where he passed all examinations with high honors.

After leaving college he assisted his father in his store at Bobcaygeon, and as his father was agent for the old Dominion Telegraph Company he learned telegraphy while there. Since then he has been in the employ of the Canadian Pacific Railway in many different positions and places, but since 1890 he has been with the Grand Trunk Railway. Bro. Read joined the Order in 1897 when there were only seven members on the

L. D. McCoy

was born in Locke, Ind., September 1, 1869, moving to Parsons, Kan., in 1881, where he learned telegraphy in 1889. He commenced working for the M., K. & T. Ry. Co. in June, 1890, at Kincaid, Kan., working on the same division ever since. Bro. McCoy joined the Order in 1891, being a charter member of Parsons Division No. 198. When that division became defunct, he was transferred to the Grand Division, and afterward to Fort Scott Division No. 209, and was a charter member of M., K. & T. System Division No. 22. In 1898 Bro. McCoy was appointed a member of the Local Board in his district, of which he was made Chairman a short time afterward. September 13, 1898, he was appointed General Secretary and Treasurer, to fill out the remainder of term made vacant by the resignation of Bro. E. R. Cram; afterward being

regularly elected, which place he still holds. Bro. McCoy will also be one of the repre-



L. D. M'COY.

sentatives of M., K. & T. System Division No. 22, at the next Convention.

G. P. Grogan

was born at Brownstown, W. Va., June 23, 1871, where he attended the common schools until at the age of eighteen he left for the Commercial College of Kentucky University. Graduating there, he entered mercantile life for a short while, when he learned telegraphy.

He took service with the C. & O. Ry. Co. on October 1, 1890, and has been on their pay-roll ever since, having been agent and operator at Kellogg, W. Va., for the past six years. He joined the Grand Division early in 1892 and has carried an up-to-date card in his hip-pocket since that time. He was transferred to Ashland Division No. 216 when it was formed, and was continually in some office during its lifetime, being Secretary and Treasurer when it was merged into the C. and O. System Division No. 40. At this time he was appointed Chairman of the Local Board of Adjustment for the Kan-

awha District and "ex-officio" a member of the General Committee, and served in this capacity until after its convention at Richmond, Va., when he was appointed Acting General Secretary and Treasurer to fill the position made vacant by the resignation of Miss Jessie W. Wilson. At the annual election he was named General Secretary and Treasurer, and a Delegate to the Peoria Convention.



G. P. GROGAN.

He was appointed postmaster at Kellogg under Cleveland's last administration and still holds that office. He is a Past Chancellor in the Knights of Pythias, a Past Sachem in the Red Men, an Odd Fellow, and, in "the eternal unfitness of things," a jolly old batchelor.

E. S. Curry

was born in Richwood, Union county, Ohio, July 22, 1874. Received a common school education at that place, and attended business college at Marysville, Ohio, during the summer of 1891. He afterwards learned telegraphy, and entered the service of the Erie Railroad Company in the Spring of 1893, and is a member of the local board of adjustment and has been elected Alternate

Delegate, representing Erie System Division, No. 42, at the Second Biennial Convention.



E. S. CURRY.



P. COSTELLO.

Chief Telegrapher of Belpre, Ohio, Division No. 12.

Wilbur F. Jackson

was born in Hancock County, Georgia, February 14, 1870. He was educated at Emory and Henry College, at Emory, Va. After leaving school he learned the art of telegraphy at Marshall, Tex., and began service with the Texas and Pacific Railway in March, 1892, remaining with that company five years in the capacity of station agent. Since then he has been with the G. C. & S. F., and



WILBUR F. JACKSON.

Northern Pacific Rys. He was car service accountant for the Texas Midland Railway for some time. He is now with the Western Union Company at Fort Worth, Texas, having made the change in order that he might be with his parents, who had moved there. Bro. Jackson has been a constant member of the Order since 1893, and was elected Chief Telegrapher of Fort Worth Division, No. 19, at the last meeting of the Division; also delegate to the Second Biennial Convention.

E. Brown

was born in Shelby County, Illinois, in 1867. He learned telegraphy in 1892 and since then has been in the employ of the St. L., V. & T., where he remained three years, and the B. & O. S.-W. Railroad, with which road

he is still identified. He joined the Order in 1892 as a member of St. Louis Division No. 50, and is now a member of North



E. BROWN.

Vernon, Ind., Division No. 9 and has been elected Alternate Delegate to the Second Biennial Convention.

P. H. Hebert

was born at St. Sophie de Halifax, Que., on April 17, 1868, and was educated at St. Gregoire de Nicolet, by the brothers of the Christian schools under the direction of Bro. Jerome. After trying his hand at clerking in a store, and being Deputy Postmaster at Victoriaville, which situation he held for more than three years with satisfaction to all concerned, he eventually concluded to learn telegraphy. His railroad career commenced with the Grand Trunk Railway as telegrapher at Brosseau Junction. After two years of night work at that point, he was given the agency at St. Liboire. After four years he was promoted to Ste. Martine, and from there went to St. Isidore Junction where he is at present located. Bro. Hebert's connection with the Order dates many years back; in fact, he was the fourth member initiated among the charter members of old Montreal Division, No. 146. He was at

one time Division Correspondent for THE RAILROAD TELEGRAPHER, and articles from his pen were eagerly sought after by the members of his Division and others. He has also written for *Le Monde Illustre*, *Le Glaneur*, *L'Ecrin Litteraire*, and other French-Canadian publications, under the *nom de plume* of "Pedro," but he has now given up literary work and devotes much of



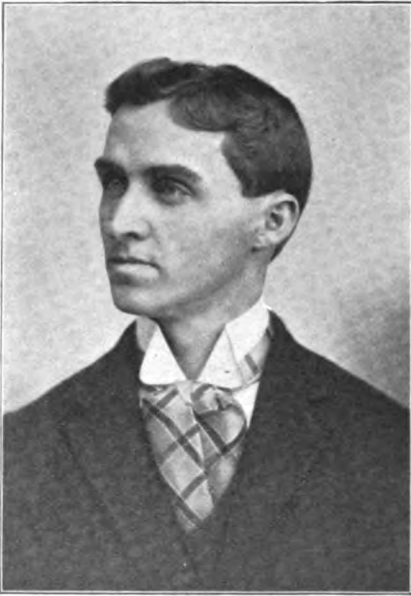
P. H. HEBERT.

his time to the betterment of the condition of the telegraphers. He is now Chairman of the Local Board of Adjustment and a member of the General Committee of G. T. R. System Division, No. 1, which secured a schedule for the telegraphers on that road in December last. He will represent his Division at the Second Biennial Convention.

J. F. Iden

learned telegraphy at Utica, Ohio, a small town on the B. & O. R. R. He commenced his work as a telegrapher at Wyland Station, Pa., 1887. He worked for this road for many years in different capacities, but eventually resigned and went to the Cincinnati, Hamilton and Dayton Railroad, where he is still employed. He has been elected Alternate Delegate to represent Cincinnati, Hamilton

and Dayton System Division No. 21 at the Second Biennial Convention.



J. F. IDEN.



F. E. GILLILAND.

Delegate representing attached membership on the Chicago and North-Western Railway.



A. A. ADKINS.

General Chairman C. & O. System Division No. 40, and Delegate to the Convention.



J. W. HICKEY.

General Secretary and Treasurer of the Gulf, Colorado and Santa Fe System Division No. 20, and delegate to the Second Biennial Convention.

J. F. Hinterleiter,

who is now serving his second term as Secretary and Treasurer of New York Division No. 44, has been elected Delegate to the



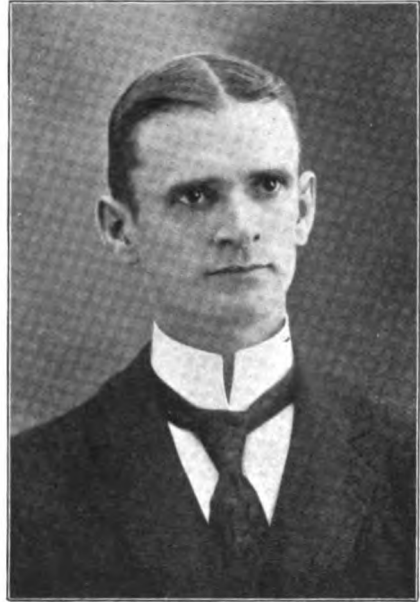
J. F. HINTERLEITER.

Second Biennial Convention. He is a member of the Local Board of Adjustment, and one of the best known members of the Order in the East.

William W. Simpson,

one of the Delegates representing Newark Division No. 118, has been a member of the O. R. T. since 1892, having been one of the charter members of the now defunct Green River, Wyo., Division No. 196. He transferred to Newark Division in 1893; was elected Chief Telegrapher of that division at the annual election in 1894, and served four terms in the chair; was one of the representatives for that division to the First Biennial Convention; is now serving his fifth term as member of the Executive Committee, and is also the representative for that division on the Legislative Board of Railroad Employes for the State of New Jersey. Bro. Simpson was born in Wentworth, N. H., October 24, 1863, learned the art of telegraphy at Manchester, N. J., where he held his first position, that of night operator for

the New Jersey Southern Railroad, in 1883, and has been continuously in service since that time. In 1891-2 he was employed at various offices on the Wyoming Division of the Union Pacific Railroad. He returned to



WILLIAM W. SIMPSON.

New Jersey in the latter part of 1892 and assumed a position in the dispatcher's office of the New York and Long Branch, where he is at present employed as assistant chief dispatcher.

D. Campbell

was born in the County of Middlesex, Ont., in the year 1870, and commenced railroad life as a switchman on the Grand Trunk Railway at Toronto Junction in 1891. One year afterwards found him as night operator there, and he was afterwards promoted to day operator. Going from there to St. Marys, Ont., where he worked until August, 1898, when he was appointed agent at Alma, Ont. Bro. Campbell joined the Order in 1897, and even before that time he was a hard and enthusiastic worker for this Organization, having done a good deal toward bringing the men into line on the Middle Division of the Grand Trunk Railway. He

is now Chairman of the Local Board of Adjustment and has served on the General Committee. He will represent his division at the Second Biennial Convention.



D. CAMPBELL.

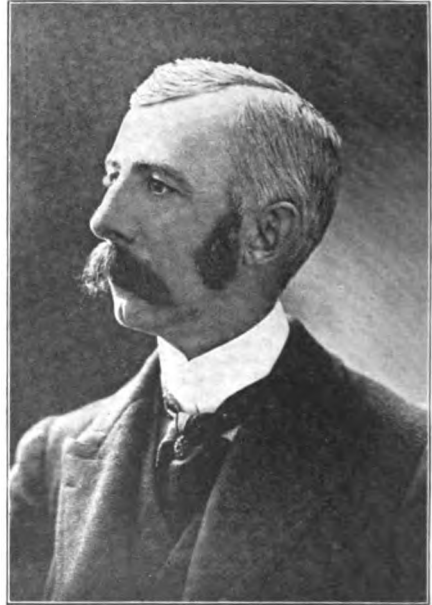


E. L. BOCK.

Alternate Delegate from the Chesapeake and Ohio System Division No. 40.

S. C. Charters,

Chief Telegrapher, of Moncton, N. B., Division No. 235, was born at Memramcook, N. B., January 10, 1858. Learned telegraphy at that station and in 1874 was appointed agent there, where he remained until April, 1892, and was then promoted to the agency at Port Du Chene. Bro. Charters was a charter member of Moncton Division No. 235 which was organized in 1894. He has



S. C. CHARTERS.

been a zealous and active member and always ready by precept and example to forward the interest of the Order. He has been a member of the local protective board of his division since its organization; also a member of the general committee on the Inter-Colonial System. He has been chosen as Delegate to the Second Biennial Convention.

Louis Fortier

learned the art of telegraphy on the Canadian Pacific Railway eighteen years ago, and worked for that company for several years. He has been organizing for several years past, at which business he has been quite successful. He is a member of Boston,

Mass., Division No. 34, and has been elected a Delegate to the Second Biennial Convention.



LOUIS FORTIER.



H. H. CHAMBERS.

Delegate from Brunswick, Md., Division, No. 248.

L. M. Tudor

was born at Wabash, Ind., April 6, 1871. He removed to Kansas in 1880, where he learned telegraphy during the winter of 1889-90, and entered the service of the Union Pacific Railway Company in April, 1890, and has been with that company ever since, in various places, and is now operator at Rawlins, Wyoming. He joined the O. R. T. as soon as he had been telegraphing the required length of time, and has never been without an up-to-date card since he joined,



L. M. TUDOR.

and has been an earnest worker for the Order. He received the prize offered to the member west of the Mississippi River, by the Grand Chief, for securing the largest number of members during the months of May and June, 1896. He was a delegate from Kansas City Division, No. 159, to Peoria, in 1897, and has been elected as a Delegate from Union Pacific System Division, No. 6, to the Second Biennial Convention.

A. J. Bowlin

was born at Rocky Mount, Mo., August 17, 1869, and learned telegraphy in 1890. He accepted a position with the St. Louis and San Francisco Railway as agent and operator in 1892; resigning in 1893 he accepted a position with the Missouri Pacific Rail-

way, and is still with that company. He was elected Alternate Delegate from System Division No. 31 to the Second Biennial Convention.



A. J. BOWLIN.



W. F. McCULLOUGH.

Delegate from Missouri Pacific Railway System Division No. 31.

J. Harris Rehl

was born in Detroit, Mich., in 1873, where he attended the common schools. In 1891 he commenced his career as a telegrapher on the "Big Four." In 1895 he started for the West on account of failing health, which, however, never prevented him from being



J. HARRIS REHL.

an active worker in the interest of the Organization. He is now employed as Organizer and expects to represent the membership on the Clover Leaf at the Second Biennial Convention.

Murray Tiffany

was born near Fort Scott, Kan., August 8, 1867, commenced his railroad career with the Memphis Route, from which service he was dismissed because he declined to be coerced into teaching a student. He was with the old Blair Line from 1893 to 1897, when he resigned to accept service with the Kansas City, Pittsburg and Gulf Railway at Nelson, Kan., where he is still located. Bro. Tiffany is one of the members who worked unceasingly in behalf of the Telegraphers on the K. C., P. & G. System, and was appointed a member of the General Com-

mittee that secured a good schedule for the telegraphers last year. While Bro. Tiffany is loyal to the interests of the Order, he never loses sight of his employer's best interests, and that his services are satisfactory may be judged from the fact that he has been recently appointed by the General

work with but little change since that time. Being of a literary turn, a studious reader and a close thinker, he has paid much attention to the matter of economics and other industrial topics, having been a constant



MURRAY TIFFANY.

Manager as trustee to represent the station and telegraph department in the new employe's hospital association. He is Chairman of the Local Board of Adjustment for the Northern Division and has been elected Alternate Delegate to the Second Biennial Convention.

Samuel Wilson Hiller

was born in Darby, Delaware County, Pa., October, 1858. Before the age of thirteen he left school to work in a glass factory, where he remained for two years. After this he put in a little time with a lithographic printing office, and when there was an opening as messenger in the Pennsylvania Railroad depot, in West Philadelphia, he took that. He learned telegraphy under the tuition of Mr. Harvey Miller, who is still active in the service of the company. Bro. Hiller commenced work as a telegrapher in 1876, and has been performing the same



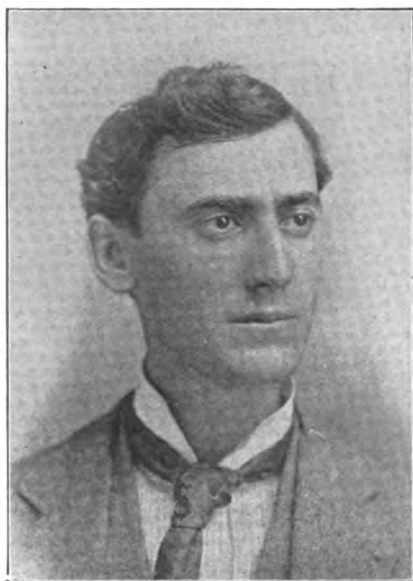
SAMUEL WILSON HILLER.

contributor to THE RAILROAD TELEGRAPHER and other publications for years past. He is a member of Philadelphia Division No. 4, and has been elected Delegate to the Second Biennial Convention.

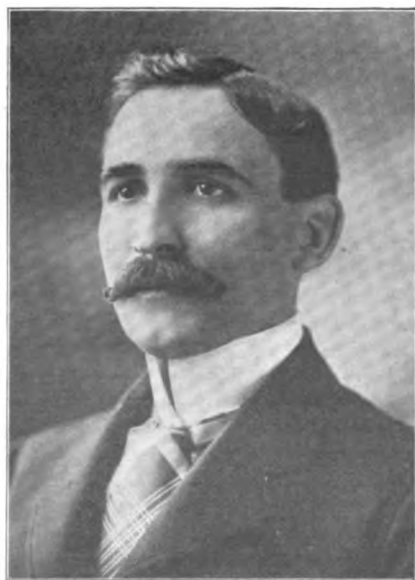
J. F. Coleman

was born near Cherryvale, Kan., August 17, 1874, learned telegraphy while working as messenger for the Western Union Telegraph Company, at Garnett, Kan., in 1890. Was in the employ of the Wells Fargo Express Company for two years, afterwards accepting a station on the Sante Fe in 1892, holding many different positions for that company in Kansas, Colorado, Texas and New Mexico. Since then he has been with the K. C., W. & N. W., Great Western and the Western Union Telegraph Company. He is now with the Northern Pacific Railway, where he has been since 1897. Bro. Coleman joined Gypsy Division No. 72 in 1892, Lake Superior Division No. 240 in 1898, and was transferred to Helena Division No. 13, of

which he is a charter member. He was elected Alternate Delegate to the Second Peoria Convention.



J. F. COLEMAN.

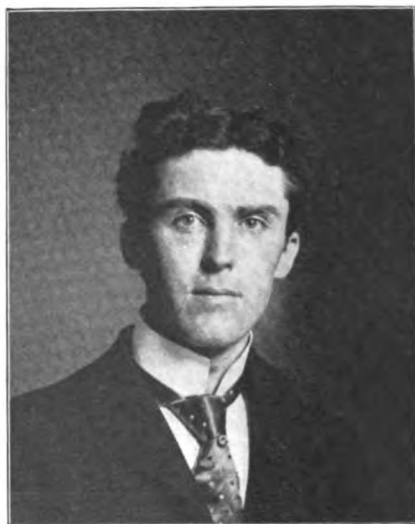


A. S. M'LELLAN,

Division Clerk at General Offices, and Delegate from C. P. R. R. System Division No. 7.

J. W. Tynan

learned telegraphy at Galion, Ohio, in the year 1890. He accepted his first position as operator for the N. Y., P. & O. R. R., which is now the Erie, at New Portage, Ohio, in May, 1891, and, with the exception of a few months with the Joint Track Railroad Company, at Dayton, Ohio, in 1893, has worked for that company ever since, both as agent and operator, and is now at Marion Junction.

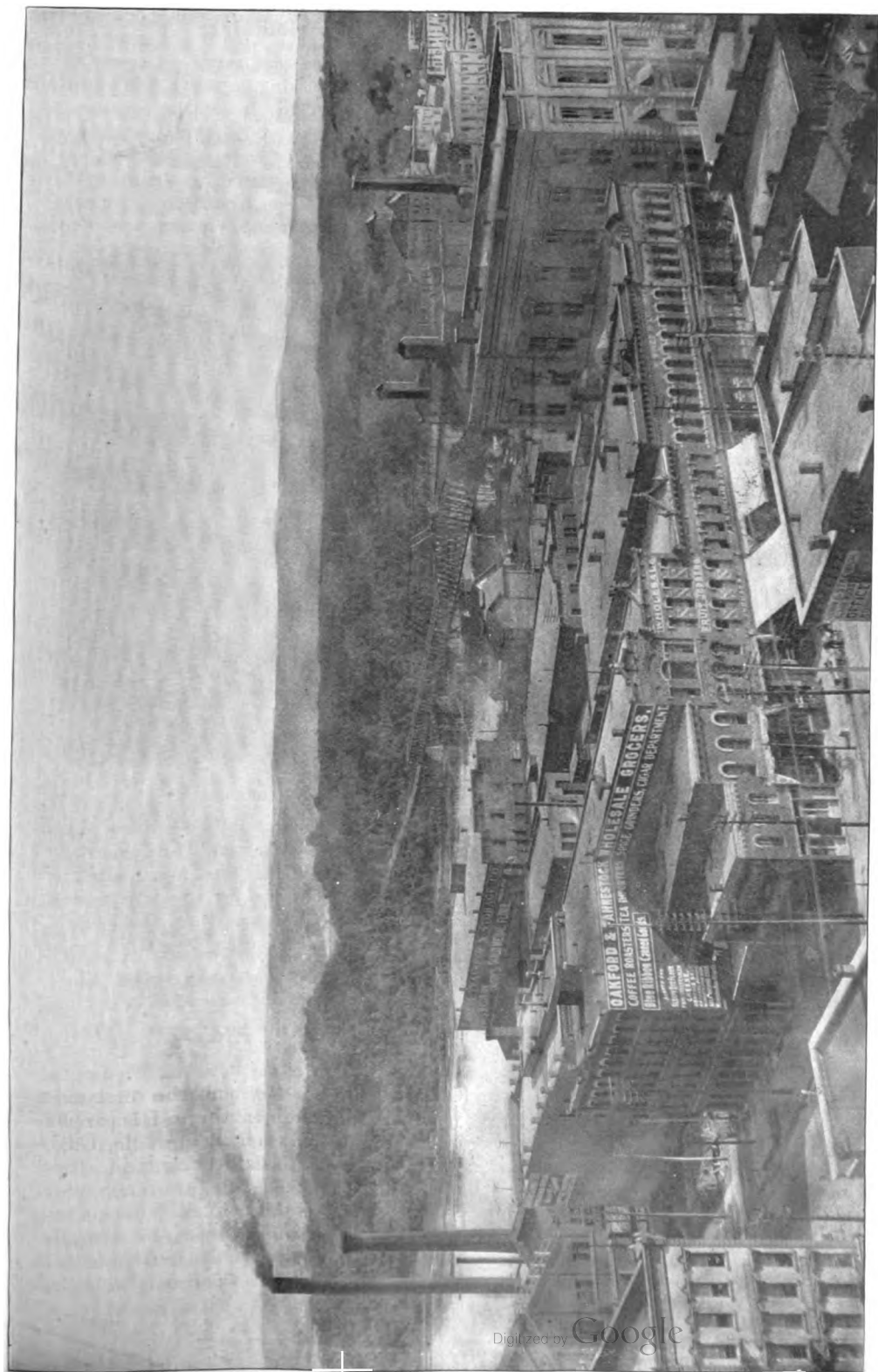


J. W. TYNAN.

Bro. Tynan joined the Order of Railroad Telegraphers in 1891, and has, up to the present day, been a faithful and enthusiastic member. He is Chairman of the Local Board of Adjustment on the Division where he is employed, and has been elected Alternate Delegate to the Second Biennial Convention, to represent Erie System Division No. 42.

M. S. Hogan

was born at Broadway, Ohio, April 16, 1878. Learned telegraphy at Green Camp and entered the employ of the Chicago and Erie Railway in 1895. After this he went to the Erie Railway and worked at Dayton, Mansfield, Akron and other points along the line, finally locating at North Lewisburg, Ohio. After two years' service at that place he was transferred to Marion Junction, where he has been for the past year. Bro. Hogan



LOOKING SOUTH FROM OBSERVATORY BUILDING, PEORIA, ILL.

joined the Order in 1896, and was elected Alternate Delegate to the Second Biennial Convention.



M. S. HOGAN.



EDWARD DAVIS,

Grand Division Organizer and Delegate representing attached members of the Grand Division on the Wheeling and Lake Erie Railway.

N. Muilberger

commenced his railroad career as agent at Caseyville, Ill., working for the O. & M., now the B. & O. S.-W. Ry. In 1881 he was promoted to the agency at Edgewood and was afterwards made chief clerk at Beardstown and Olney. Since then he has been with the St. Louis and San Francisco Railroad, the Wabash, Chester and Western, and the



N. MUILBERGER.

Baltimore and Ohio South-Western Railway, at present representing that company as agent at Breese, Ill. Bro. Muilberger is an enthusiastic worker for the Order and has been elected Alternate to the Second Biennial Convention from North Vernon Division No. 9.

W. D. Hiser

first saw the light of day at South Plymouth, Ohio, August 22, 1870, and the first nine years of his life were spent there. His parents afterwards moved to Milledgeville, Ohio, where he finished his schooling, and afterwards took up the study of telegraphy. After becoming proficient, he accepted a position as extra agent and operator with the Ohio Southern Railway, and afterwards was bill clerk and operator at Coalton, O., with the

Cincinnati, Hamilton and Dayton, Railway, remaining with that company about seven years in various positions. At the present time he is working nights for the Chesapeake and Ohio Railway, at Russell, Ky., where he has been for the past five years. Bro. Hiser joined the Order in March, 1887, affiliating with Columbus, Ohio, Division, No. 38. Since then he has been a member of Gem



W. D. HISER.

City Division, No. 125, at Dayton, Ohio, and Ashland, Ky., Division, No. 216, but at the present time he is holding an up-to-date card in C. & O. System Division, No. 40. The last twelve years of his life have been years of persistent effort in forwarding the interest of the organization. He has been elected Alternate Delegate to the Second Biennial Convention.

Percy E. Wright,

Secretary and Treasurer of Columbus Division No. 38, was born in London, Ont., June 12, 1874. He learned telegraphy at Worthington, Ohio, commencing his telegraphic career on the C., C. & St. L. R. R. and since that time has been in the employ of the T. & O. C., C. A. & C. and C. S. & H. Ry. He joined the Order in 1891 and was elected delegate to the Second Biennial Convention.



PERCY E. WRIGHT.

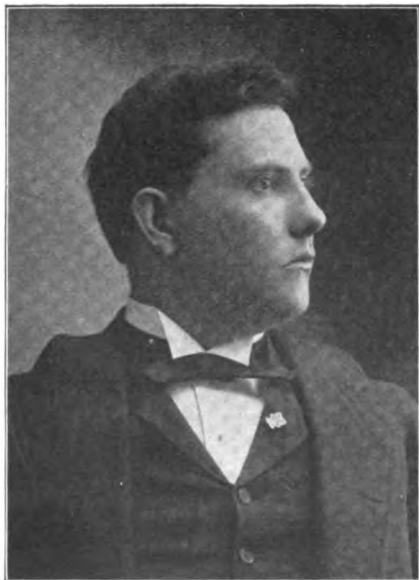


ROBERT P. RUBIN.

Delegate from Pikes Peak Division No. 49, Pueblo, Colo., to the Second Biennial Convention.

E. B. Hill

was born at Butlerville, Ark., February 14, 1872. Entered telegraphic service on the A. & V. Ry., in Mississippi, in 1887. Was employed at various points on the Queen and Crescent and Southern and Northern and Western Railways, in Alabama, Tennessee, North Carolina and Virginia until 1892, when he gave up his position in preference to withdrawing from the Order. Went to California, where he remained for a year, employed by the Southern Pacific in

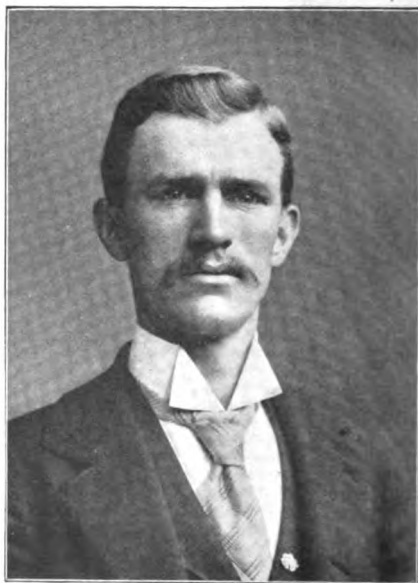
**E. B. HILL.**

the train service. Returned to Texas in 1893. Entered the service of the C., R. I. & P. Ry., being employed as agent at various important stations until 1897, since which time he has held his present position with the M., K. & T. Ry., at Temple, Texas. Bro. Hill has been a strong supporter and promoter of the O. R. T. since 1890, and enjoys the fullest confidence and respect of all who know him. He is now Chairman of the Fourth District, M., K. & T. System Division, No. 22.

John W. Madore, Jr.

was born August 3, 1868, in the Queen City of Maryland, and shortly after his birth his parents moved to Pennsylvania. He learned

telegraphy in the office of the Pennsylvania Railroad at Hyndman, Pa. In May, 1896, he took his first position as an operator on the Pittsburg Division of the Baltimore and Ohio Railroad at East End Sand Patch Tunnel. At the solicitation of his father, in 1892 he resigned and went into the mercantile business with his father at Hyndman, Pa. In about a year he became tired of this and in 1893 was appointed agent at Hooversville, and from there he was transferred to Scott Haven, Pa., in 1895, where

**JOHN W. MADORE, JR.**

he is still located. Early in life Bro. Madore became identified with this Organization. He was a charter member of Cumberland Division No. 162, a deputy Grand Chief Telegrapher from 1891 until 1892, and has always taken a prominent part in the work. After his transfer to Scott Haven he changed his membership to Pittsburg Division No. 52 and has been elected Delegate to the Second Biennial Convention to represent that Division.

P. D. Hamel,

Assistant General Secretary of C. P. R. System Division No. 7, and Assistant General Secretary and Treasurer of G. T. R. System Division No. 1; also Delegate to Second Biennial Convention.



P. D. HAMEL.

Samuel D. Howard

was born in Mexico, Juniata County, Pa.,



SAMUEL D. HOWARD.

March 20, 1863; attended public schools until fifteen years of age. He learned telegraphy at Tuscarora, in 1880, was employed on the Middle Division of the Pennsylvania Railroad until 1883, and accepted a position with the Western Union Telegraph Company at Lancaster, Pa. After the strike of 1883 he was employed as freight brakeman on the Middle Division of the Pennsylvania Railroad, in 1889, and lost two fingers off the right hand by amputation, in May, 1891. He was transferred to the telegraph department, in August, as extra operator, filling the most responsible positions, and was finally promoted, in May, 1892, at Lewistown Junction, at night. He joined Harrisburg Division, No. 3, Order of Railroad Telegraphers, at its organization, in 1895, holding office therein, and was elected to represent that Division at the Biennial Convention to be held in Peoria in May.



HELEN M'CAUGHRIN.

The above represents little Helen McCaughrin, the four-year-old child of Bro. D. McCaughrin, agent for the Canadian Pacific Railway at Meadowvale, Ont. Her recital of "Get Up and Scratch" delighted a full house at a children's concert given in the Methodist Church Meadowvale, March 15th, last.

The Continental Alphabet.

A number of inquiries have been made recently as to the English telegraphic code or the Continental Alphabet. The following we believe to be correct:

A.— B—... C—... D—... E.
F.—. G—... H.... I.. J.— —
K—... L—... M—... N—... O— —
P.— —. Q—... — R.—. S... T—
U.— V... — W.— — X—... —
Y.— — — Z—... —

A Station Agent's Plucky Wife.

OUT in Sanderson, Ariz., on the Southern Pacific Railway, the operator was named Wm. Smith, and he was known to brother knights of the key as "Windy Smith." His office was in a little two-story frame house that had been a section house, and his newly-wedded wife slept, cooked and lived upstairs.

Train robbers showed up one evening just at dusk, entered his office, and bound him. They were expecting a through train from California in a half hour, and were counting on a rich haul from the express car. They tied Smith because they did not want him to telegraph news of their arrival, and have the train sent through Sanderson instead of stopping there for thirty seconds, as was its custom. When they tied him they went out on the depot platform for a smoke. His soubriquet was a deserved one. He had plenty of voice and he cursed them until the air turned blue, but they only laughed at him. As they went out one of them extinguished the only lamp, saying that he thought Smith would be more comfortable in the dark. His bride, a strong-minded little Western woman of deeply ingrained religious principles, heard his sulphurous language and came down to talk to him about it. He whispered to her an explanation of his situation, and gave her some directions. Feeling her way in the dark, she had the lariats cut off him in five minutes. He laid his hand on the key, wired to the next station the condition of affairs, and was assured that the train would be rushed through. Then his wife tied him up again in the dark and stole back up to her room. Five minutes afterward one of the train robbers, feeling uneasy, came in, struck a match, lit

the lamp, found his man lying bound upon the floor, and went out again. The east-bound train struck Sanderson traveling a sixty-mile-an-hour gait. It was going faster than it ever went before or since. The robbers spent their time furiously dancing on the platform and damning their luck. Then they rode away. The Southern Pacific Company gave Mrs. Smith the handsomest tea set west of the Rio Grande.—*The Express Gazette*.

Personal Effort.

THE success of labor organizations depends largely upon personal effort, says the *International Journal*. The exercise of the same should be governed by the strictest integrity. Candor and fair dealing will hold while misrepresentation will disgust and deplete. The first consideration on the part of a member, or advocate, is to clearly understand the purposes and the obligations of the organization which he represents. He should study its laws and be able to present their main points of advantage in a clear and impressive manner. He should avoid making invidious comparisons—the good points in every union should be sufficient to win approval without disparaging the importance of others.

Humanity has not yet attained the altitude of virtue which would comprehend, under one code, all that varied circumstance and ambition would desire. It is a condition and not a theory which confronts us—we must take these things as we find them, and so long as proneness to evil exists, measures must be taken to combat it in whatever form presented. In the formation of laws, protection and plentitude should both be provided. A large appreciation of the obligations of unionism, tempered by a careful provision against the abuse of it; no rash promises indulged in; no chimerical schemes of substance from air; but plain, broad-brained candor, according to the golden rule. Based upon such principles the work of the organizers of trades-unions becomes a task of love. He can dwell upon the value of connection with the organization from the standpoint of association with convivial spirits, gained by attrition and brightness of intellect. He may dwell upon philanthropy as a feature affording an opportunity

for doing good where needed. He may mention reciprocity as an incidental feature that may come into play when life's fitful dream is over, in aid and comfort to those for whom comfort and protection is needed.

In this age of rapid pace and high energy we are apt to burn the candle at both ends, and fail to look out for the future; we do the task of today regardless of its mental and physical strain. Here the work of personal influence comes in to wake up the thoughtless to the true conditions, and if rightfully done will endure. The history of trades-unions is full of such records. Individuality stands out from the mass as representative figures of high calling for philanthropic work in each organization. Names in this connection would be invidious. No doubt anyone can bring to mind one or more of their friends who would fill the measure.

Printer's ink is good; popularity is good, if well founded and held in moderation; but above all other influences for building upon a sure foundation, the magnetism of personality takes precedent. It is to be encouraged by the officers of all labor organizations as being their best hold.

Dangers of the Vitascope.

AT THE Convention of the International Association of Fire Engineers, in St. Louis last October, a paper was read by Capt. William Brophy, of Boston, Mass. His intention was to show the danger which is ever present when a vitascope, kinetoscope or similar apparatus is carelessly handled. He recommends the use of a metal lined box when arc lamps supply illuminating power. He also advocates a large metal pan containing sand upon which the machine rests. A second recommendation is to the effect that a shutter between the lense and film should be always available for the purpose of cutting off the light in case the film ceases moving.

His close acquaintance with the rules laid down and observed by contractors doing electric lighting are in perfect harmony with reason. By applying them to these instruments, a great deal of unnecessary risk and danger to life and limb of those witnessing an exhibition are avoided. His statement regarding the protection, so nec-

essary when a great amount of highly inflammable material is exposed in the shape of a hundred and fifty foot film, is worthy of the most careful consideration.

He says: "When the ray of a powerful light is focussed on one spot of the film for a very short time, it will burst into flame. Should the film be accidentally interrupted in its passage between the lamp and the lense unless the rays of the light were quickly shut off by a shutter, the film would ignite. If allowed to reel off on to the floor or into an open box, the whole mass would be quickly aflame and with no means at hand to extinguish, the consequences would be fearful to contemplate."

The large vaudeville halls are of late very careful in projecting kinetoscope views, to see that every precaution is taken to prevent fire, explosion or a more harmless interruption. We recommend to such of our readers as might not fully appreciate the sort of blaze resulting from the ignition of celluloid to take an old photographic film, such as is sold in rolls and apply a match to it. The combustion will be furious and fast, as though a pinch of gunpowder had been lit.

In the majority of cases, the operator of a moving picture apparatus is well surrounded by various members of the audience whose escape from his vicinity would certainly be prevented in case of accident. An outfit of this kind is less dangerous than the ordinary stereopticon with gas tank, if it is properly installed. The unnecessary risk which operators often run in their ignorance or carelessness is a menace to themselves and those onlookers who are virtually seated upon casks of gunpowder while the pictures are moving.—*The Electrical Age*.

Right to Take Strikers' Places.

IT HAS been argued by the press that when laborers go on a strike they have thrown up their jobs and have relinquished all rights to their positions, as much as if they had left individually to go and work elsewhere. Now, this is subterfuge. It is a technical pretension which is practically and actually untrue. Both the press and the employer who employ this subterfuge know that it does not represent the

case. On the contrary, the employers expect the men to come back, but they hope to force them to come back on the old conditions. If this were an honest contention, and the employers really thought the men so regarded it, and really expected that they would move permanently away, in nine cases out of ten they would yield to the strikers' demands before the laborers threw down their tools. This is demonstrated by the tactics employers adopt in getting new men. They hardly ever expect to get, or even take pains to get, competent men to fill the places of strikers, but usually send out their agents to pick up shiftless ne'er-do-weels, who can be hired temporarily for the purpose of frightening the strikers into coming back, under the pretense that their places are being filled. As a rule, the employers pay these men more than they are willing to pay their own laborers, and they do so because they do not expect to keep them permanently.

Any person who comes in to take the place of a striker is worse off because of that strike. He was out of work before, and he would not have had this opportunity but for the effort of the others to improve their position. Then, I say, that job does not exist for him. If he gets it, another man walks the street, and, what is more, the man who walks the street is the better of the two. Now, if the other man steps in and takes the job, he immediately puts an end to all chance of improving it. Between the claims of these two, all the interests of the community are in favor of the man who is willing to sacrifice something to improve his situation. — *George Gunton*.

An Important Decision.

THE following decision, reported in the *New York Sun*, possesses more than usual interest for a large class of wage-workers. If some of the stories current regarding the class of medical and surgical assistance furnished by "railroad physicians" are true, many railroad employees are entitled to damages, and this decision may enlighten them:

"A recently decided case in Indiana states very clearly the obligations of a railroad company which undertakes to provide hospital treatment for its employees who are

injured while in its service. The plaintiff was a fireman whose foot was crushed in consequence of falling from the steps of a locomotive on the Wabash Railway. The company had retained a portion of his wages for the maintenance of a hospital for its sick or disabled employees and he was taken to that hospital, where a surgeon performed an operation which shortened the plaintiff's leg three or four inches. The evidence tended to show that this amputation was unnecessary and that the surgeon was incompetent by reason of his indulgence in intoxicating liquors and narcotic drugs. Proof was given that this surgeon's general reputation in the community for some time prior to his treatment of the plaintiff was that of an inebriate. The Supreme Court of Indiana holds that a railroad corporation, maintaining such a hospital for its servants, must use reasonable care to employ only competent surgeons, and where one of its surgeons was notoriously a drunkard, a jury may properly infer that the officers of the company know or ought to know that fact. Accordingly it has affirmed a verdict of \$6,500 against the Wabash Railway Company, based on the malpractice of such a surgeon." — *The Labor Leader*.

An Electrical Barber Shop.

A FRENCH electrical paper describes an electrical barber's shop recently fitted out in Paris with the most up-to-date appliances for performing the humble offices of the tonsorial artist. Electricity is resorted to exclusively and is put to novel use. For example, hot water is obtained by passing the stream of a hydrant through a German silver tube in a soap-stone case, the tubing being electrically heated, so that the water is nearly boiling when it passes out at the spigot. For the crimping of ladies' hair there is no longer necessity for recourse to the hot iron. For a long time the defects of this method of heating have been noticed, for the capillary artist sometimes forgets and leaves the iron in the heating apparatus too long, so that when it is used with blonde or brown hair, if it does not make a burn, it makes the hair red, which is even more disastrous. The new curling irons heat themselves. In the interior of the rods is a ferro-nickel wire,

which can be brought up to the proper temperature, and will remain at this same temperature indefinitely. But it is in the cutting of the hair that electricity has produced the most complete revolution. The scissors have slowly given way to clipping machines, and these, in their turn, must disappear before an electrically-heated platinum wire, with which the hair may be burned off. The apparatus as described consists of a metallic comb, along one side of which is stretched the hot wire, and as this is passed through the hair the red-hot wire burns it off neatly and smoothly, and at the same time seals up the ends in the most approved fashion.

Passenger Coach Cost.

THERE has recently appeared a detailed statement of the cost of constructing, at the Altoona shops, a sample, first-class, modern, up-to-date luxurious passenger coach, and some of the items are of interest. The wheels and axles represent a cost of \$332.35; the trucks upon which the car rests cost \$553.62; the air brakes represent \$131.75; the seat fixtures, 25 in number, cost \$50.50; the three bronze lamps, \$13.50; the two gas tanks, \$84; the chandeliers, \$50.72, and the item of screws, which might not appear to be an important one, \$51.80. For the building of the car, 2,480 feet of poplar wood, 3,434 of ash, 1,100 of white pine, 2,350 of yellow pine, 450 of hickory, 400 of cherry, 700 of Michigan pine, 500 of oak, and 439 of maple veneer were required. There were required in addition 13 gallons of varnish, 45 pounds of glue, and nearly 3,000 pounds of iron, exclusive of 800 pounds of iron castings.

For the furnishing of the car there were required 69 yards of scarlet plush, 44 yards of green plush, 61 yards of sheeting, and 243 pounds of hair. The springs on the car seats cost \$43.17. The basket racks cost \$77.35; the sash levery, \$42; the bronze window lifts, \$24.40, and the goldleaf for the embellishment of the woodwork, \$14.50.

For the window fasteners, \$15.47 worth of material was required; two stoves cost \$77.56, and the tin used on the roof of the car, \$41.44. The labor in the construction of the car represented a cost of \$1,236.94,

bringing up the expenditure to more than \$4,400. The requirements of this modern age demand coaches of the finest type, which must be run with the fastest and finest trains, and in case of a derailment or collision these palatial cars are reduced to fragments. Allowing what can be saved from scrap-iron, the risk of running such fine cars is considerable, and the damage suits resulting from state laws are still more important.

Rascally Cook.

"SPEAKING of wire-tapping," said a young cotton man of this city, "I was implicated in a job of that kind once myself—at least I shared the spoils. It came about in a peculiar manner. We used to have a branch office over in—well, never mind just where—and I was sent there to take charge during the summer. While there I was invited to join a club of nice fellows who had furnished a private dining room and kitchen on the second floor of a business block and boarded themselves.

"The scheme proved to be a great success, and we lived like lords, figuring up our expense at the end of each week and assessing each member pro rata. All the arrangements were left to the cook, who was a rascally but very competent white man, and among other things we let him settle our electric light bill. We had a great many lights, and burned them quite lavishly, but the bills always struck me as very reasonable. One evening just as we were sitting down to supper all the incandescents suddenly went out. We yelled for the cook and told him to see what was wrong, and I noticed he seemed greatly embarrassed. He pretended to examine the wiring and declared he couldn't find the cause of the trouble.

"One of the boys was thereupon about to 'phone to the company when the cook broke down and surprised us with a confession. 'My connection's busted,' he said sheepishly, 'but for goodness sake don't call the inspector, as he'll have me arrested.' Then he showed us how he had connected with a wire outside the window by means of a piece of old cable with a hook on the end. At about dusk he would quietly 'hook up,' as he called it, fasten the other end of the cable

to the room wire and we had all the current we wanted, free gratis for nothing. On that particular night the hook had broken and let us out. Of course he pocketed the money for the bill every month, and the company thought we were disconnected. In fact he had ordered the meter out months before. We forgave the rascal on account of his good beefsteaks, but he had the meter returned next day."—*New Orleans Times-Democrat*.

The Electrical Microscope.

THIS rather strange name has been applied to a rather supersensitive instrument with which physicists and electrical men are now pretty well acquainted. The magnifying power of a microscope may reach four or five thousand diameters, but for the detection of the most transient and minute currents, the Thompson reflecting galvanometer cannot be equalled or excelled.

The part a galvanometer has played in the history of electrical engineering is so important that it is impossible to separate from it the greatest of inventions. The galvanometer in the hands of Michael Faraday gave to the world an electro magnetic generator whose influence upon civilization is most manifest in our own large cities. By means of this instrument currents were detected which would have escaped even that famous investigator's notice without the aid of the galvanometer.

Its use for telegraphic purposes in England by Wheatstone is indicative of its practical value for comparatively rough work. The great cable laid by Cyrus Field and others became primarily a success through the good offices of the galvanometer as improved upon by Lord Kelvin. The degree of sensitiveness a reflecting galvanometer possesses can hardly be estimated or compared without making heavy demands upon the imagination. It is with respect to currents of electricity more indispensable than the microscope. Its power of magnification, its ability to throw upon a scale a spot of light and move it through a distance of many feet when a current of less than one ten-thousandth of an ampere passes, is almost miraculous.

Yet small as the ampere is, physicians make use daily of millivoltmeters and milliameters whose needles detect thousandths of an ampere or volt. A true representation of the value of the galvanometer has been made by Prof. John Trowbridge, of Harvard University.

The galvanometer can detect slight molecular disturbances; it can also reveal mysterious effects in the ether of space. One sometimes smiles at the microscopist who disputes with a fellow microscopist on the possibility of measuring spaces of one hundred thousandth of an inch. Yet one should reflect that the antiseptic treatment in surgery which saves thousands of lives every year, is due to the perfection of the microscope. To those unlearned in electrical science, too, the tiny movement of a needle or the excursion of a spot of light over the scale seems hardly worthy the attention of a liberally educated man. Yet the modern dynamo and the telephone owe their existence to the study by Faraday and Henry of these minute movements.—*The Electrical Age*.

The Right to Organize.

CAPITAL cannot, in justice, insist on its right to form combinations, and deny the same right to labor. A corporation cannot reasonably insist on treating with its employees only as individuals, while itself joining other corporations in disciplining laborers. Either organized capital must recognize organized labor, dealing with labor organizations as entitled to recognition like organizations of capital, or the conflict between labor and capital will produce results more serious than have yet occurred. Confronted by a great organization of capital, the individual employe is helpless. If his demands are backed up by the power of an organization of his fellows, he has some chance of securing just concessions, and correcting the abuses of which he complains. When the rights of both labor and capital, to organize and to act in their organized capacity, are recognized, mutual concessions will be made, and many of the antagonisms which now occasion strikes and lockouts, will be unknown.—*Wm. J. Strong, in The Arena*.

Woman's World

A Suggestion.

THERE certainly must be a scarcity of writers among the women folks who are employed as telegraphers, otherwise there would be more original matter published in the department of **THE TELEGRAPHER** set aside for our use. Perhaps we are all kept too busy with our daily routine work to spare the time to write for our official organ, but methinks there are some who could do so without serious inconvenience if they could be brought to the proper frame of mind.

It is barely possible the subjects that have been exploited in the past have not proved sufficiently interesting to stir our sisters into action. The labor, social and economic questions have had quite an airing, but as this ground is covered in other parts of **THE TELEGRAPHER** perhaps it would be better to try other themes, not that they are unimportant or lacking in interest, but that we might get on more familiar ground.

I would like to ask Sisters Clarinda, Bertha, Ermytrude and others, who have written more or less regularly in the past, what their opinion is in regard to the matter. We, of course, take great interest in what the organization is doing in the way of bettering our condition, and lose no opportunity of urging our brothers to renewed effort. We recognize and fully appreciate that the organization contends for the same compensation for services whether the position is held by a man or a woman, and that part alone is sufficient to enlist the sympathies of every woman in its behalf, because of the evident justice of the thing.

There are many other good reasons why women should take an interest in the work of organization, and they should show that interest by contributing a line occasionally for these pages.

Yours in S. O. and D.,

T. C. B.

The Late Winnie Davis.

THE newspapers of the South are publishing an interesting letter written by the late Miss Winnie Davis to her mother two months after her father's death. It serves to illustrate to some extent why Winnie Davis was the idol of the Sunny South aside from any considerations of respect for the family history. Following is an extract from the letter:

"The society of ordinary people is very tiresome to me. I think you and our darlings have spoiled me for the little talk and aims of the world. Somehow it is all talk and no conversation. I remember how we used to discuss the things that were worth talking about; things and thoughts that would help us to live better and think higher, but I don't find that atmosphere of pure thinking and living out in society. Do you suppose that political expediency has permeated all the inner world ideas or that one has really fallen into decadence?"

"I have to believe, perhaps, it is the old order giving place to the new before the socialism of the next century. The over-developed individualism and selfishness is necessary to make smooth the road for the new political gospel. It cannot be healthy development when the poor are starving at every corner and the luxury of the rich is eating into their lives until the family relation, and with it all spirituality, is crushed out by pure force of unbridled excess of comfort. It may be part of that Puritanism of which you accuse me, but I do not think it is half as easy to lead a high life in the midst of such luxury of comfort as invests the modern interior, as it was in the old-fashioned house, when the Bible was the chief ornament of the parlor. Not that I mean to say that ornamentation is exactly evil or simplicity alone is necessary, or luxury and religion are antagonistic. Only, somehow we grow to put false values on

things, and to be bound by wants of the body. The soul gathers spiritual dust as the bric-a-brac does the material dust. The fact is, I am just in the frame of mind to see more heroic sacrifice in the life of Daniel than in that of St. John. I do not wonder that the great prophet went up three times a day to pray toward Jerusalem. He must have been glad to leave the corruption of the court."



MRS. W. H. ALLISON,
President Ladies' Auxiliary, O. R. T.

Had Her Way.

When Elizabeth Cady Stanton was a child she used frequently to visit her father's law offices, and enjoyed looking over the books. The law clerks employed there showed her the passages which militated against women, and one day she confided to her father that she was going to take the scissors and cut all these laws out of his books. When it was explained that this would not help matters she said that when she grew up she would see to it that they were all changed. On reaching womanhood one of the first things she did was to gain in the State of New York a change in law so that women have now a right to their own property and also their earnings.

It is interesting to know that the women lawyers in the District of Columbia have a

wide influence, and owing to their efforts the laws relating to their sex have been greatly improved. Not only has a woman here now the right to her own property and earnings, but she stands exactly on a par with the father in relation to the children. Previous to two years ago a man could, if he chose, will his children away.



MRS. W. V. POWELL,
Vice President Ladies' Auxiliary, O. R. T.

From Michigan.

Dear Sisters:—I hope I may so call you, although not a member of the Order, I certainly should be if eligible, to seem nearer akin. I often lisp your language with my husband who is a member.

I have gazed longingly into the Woman's World cozy corner but have not had the courage to ask admittance, since my last contribution, by some strange (?) mishap, fell into the editor's waste basket. Some stray, mischievous breeze darting across the editorial desk wafted it there, no doubt. Surely the editor's fingers would not play such cruel havoc with my "masterpiece."

I was pleased to see space given to the ladies, which has been filled with some very good articles, but I for one would think it still more interesting if more of the ladies would make themselves at home there. Why not through these columns extend the

hand of fellowship across the continent as the brothers have done? Are we as a sex wanting in fraternal feeling? Possibly there are some like myself, who in thinking of trying to widen the circle feel like a beginner on roller skates. I know the point I would like to make, but observers marking the zig-zag about which my lack of skill is taking me, would find considerable difficulty in locating my goal.

Some words in a late number of THE TELEGRAPHER, written by D. Ray Borland, of Vermont, arrested my attention: "I hold that no man should write anything to which he would be ashamed to append his name." All very well. Yes, I have been one of the number who have been hiding behind a pen name. Not that we are at all ashamed of the principles we advocate, or would fail to stand by them in storm as in sunshine, but because of pride. How difficult it often is to present to others the bright, dancing, elusive ideas that dwell in one's own brain.

They seem to say: "I was born for you alone, I will not be dragged forth to meet the cold glances of spectators." And when we make the attempt to appeal to them in words and phrases, they twist themselves into incongruous shapes and at last, as the offspring of our pen stands before us, it does not much resemble the bright fancy the brain conceived. It is wan, awkward, and almost too weak to stand alone; we would almost weep over its disfiguration. We are ashamed to own it is ours. Is it not so? I observed, too, what the same correspondent said of letters written to the division members.

I wish to say that the Secretary of Lake Superior Division, Mr. C. O. Girard, sends a very interesting letter once a month to members of the division who have been unable to attend the division meetings. The letters have been highly appreciated and have given added interest and impetus to the work. I would say to every division, try it.

MATTIE McMAHON.

Co-operative Tailoring.

A special committee of the ladies' tailors of New York, appointed to select a site for

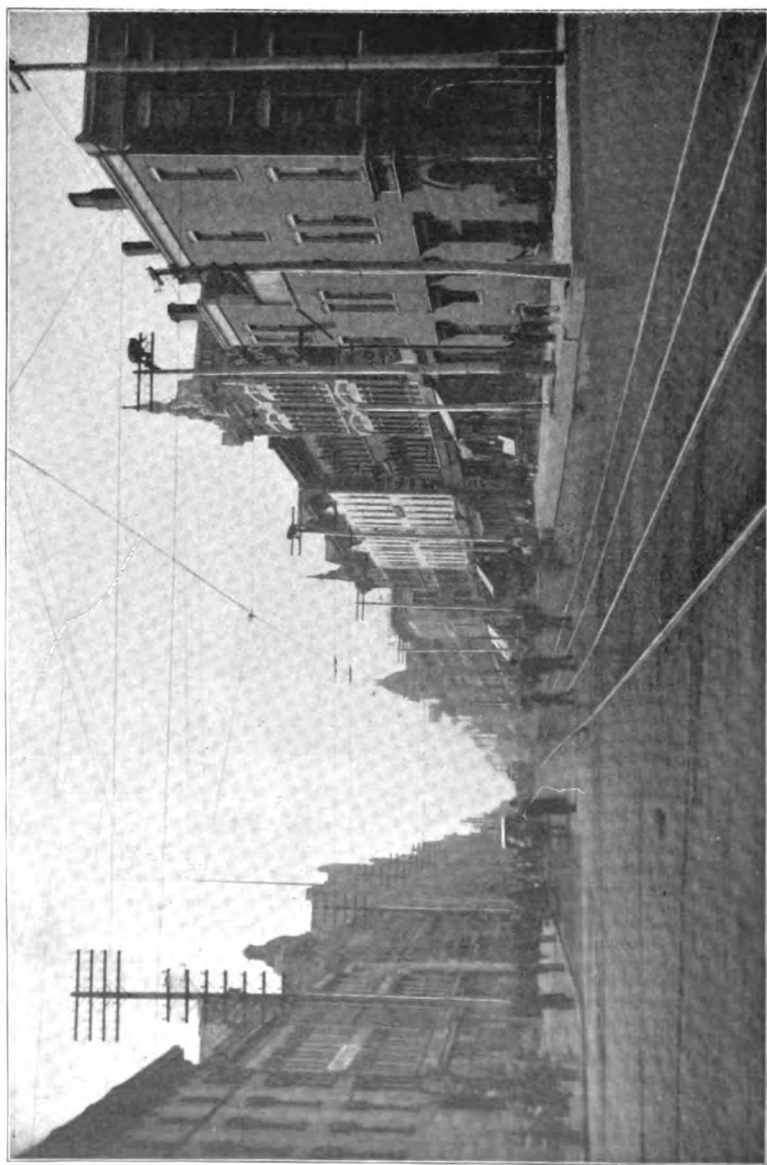
the co-operative factory, after visiting a number of places selected a building at 10 East Thirty-fourth street, a five-story brown stone front structure which has been used for factory purposes before. A fund of \$50,000 will be behind the enterprise. Ernest H. Crosby is the leading spirit, and he guarantees that a large number of prominent women will give the concern their support. About 300 customers are ready to patronize it. The factory will give employment to about 100 tailors, who will receive eighteen dollars a week. It is expected that the factory will be in operation soon.



MRS. F. M. LECHNER,
Secretary-Treasurer Ladies' Auxiliary,
O. R. T.

In Norway women for some time have been employed in the railroad and postal service and are now receiving appointments as supervisors of the railway stations. They receive reports from conductors, answer questions in German and English, call out trains in the waiting rooms, ring the station bell on the departure of trains and telegraph the departures to the next station. They perform the duties of Government telegraph operators as well as those of postmasters and baggagemen.





ADAMS STREET, LOOKING SOUTH FROM MAIN STREET, PEORIA, ILL.

Poetical

WEALTH.

DICK DRUMMOND.

We hear a man is rich, and in our minds
See him possessed of houses, lands, and gold.
A form of riches these, but not the noblest form.
There is a wealth which far outweighs such pelf.
A wealth of *mind*, which brings content and peace
Unto the soul of man; a wealth of *soul*,
Which brings to man a sense of worth and power.
The virtuous man is wealthy; rich in a possession
Which makes a man the noblest work of God.
He has subdued his coarser nature;
Refined and purified his life and deeds.
If men could learn to live for nobler things
The love of gold would cease to curse the earth;
And many men now see this truth;
They scorn to fatten on their brother's toil;
They see, and strive to gain, a worthier fame.
They see their brother's degradation and his shame.
They see the causes which produce this state,
And give their time, their talents and their sympathy,
To the weak and weary toilers of the earth.
Ambitious, they may be, but ambitious in a worthy cause;
They seek to write their names, in love, upon
The hearts of men.

LIFE.

A crust of bread and a corner to sleep in,
A minute to smile and an hour to weep in,
A pint of joy to a peck of trouble,
And never a laugh but the moans come double,
And that is life!

A crust and a corner that love makes precious,
With a smile to warm and the tears to refresh us,
And the joys seem sweeter when care come after,
And the moan is the finest of foils for laughter!
And that is life!

—Paul Lawrence Dunbar in *New York Sun*.

AGRICULTURAL COURTSHIP.

A potato went out on a mash,
And sought an onion bed;
"That's pie for me," observed the squash,
And all the beets turned red.
"Go 'way!" the onion, weeping cried,
"Your love I cannot be;
The pumpkin be your lawful bride;
You cantelope with me."

But onward still the tuber came,
And lay down at her feet;
"You cauliflower by any name,
And it will smell as wheat;
And I, too, am an early rose,
And you I've come to see;
So don't turn up your pretty nose,
But spinach at with me."

"I do not carrot all to wed.
So, go, sir, if you please!"
The modest onion meekly said.
"And lettuce, pray, have peas!
Go think that you have Heaven seen
Myself, or smelled my sigh;
Too long a maiden I have been
For favors in your eye!"

"Ah, spare a cus!" the tuber prayed,
"My cherrished bride you'll be!
You are the only weeping maid
That's currant now with me!"
And as the wiley tuber spoke,
He caught her by surprise,
And giving her an artichoke,
Devoured her with his eyes.

DREAM VOICES.

MRS. ELLA CLARK.

They come to us in silence,
With a glory all their own —
Those mystic, magic voices,
That speak to the heart alone;
And thus tonight they bear me,
As my fancy backward wings,
The gladdening strains of a measure sweet,
From memory's golden strings.

Thoughts too sacred for the light
A-mingle and seem to chime,
With something that sets aflame
All memory's chords sublime,
Ah! those lines of mystic rhyme
Bring warmth of color and light,
For life is sweet with the breath of song,
From the days of old tonight.

Oh! ye whose hairs are whitened,
And ye whose hearts are shorn,
Ye whose brows are ladened,
You who tread a path forlorn,
Come, leave behind the mazes
For a present calm retreat,
And turn with me to the haunts of gold,
Where memory guides the feet.

We'll rest in her shaded bowers,
Pluck her choicest flowers rare,
Sip of her golden nectar,
Breathe her holy incense fair.
Our time shall be sweetly spent
And our hearts grow firm and strong,
For ah! there's much of the soul sublime,
In the silent realms of song.

O, mournful heart, you'll never know
How much of care you miss,
By taking a retrospect
Of things of perfect bliss;
O, then, dear heart, friend of mine,
Would you breathe a joy sublime?
Just come where all things harmonize
In the sweetest, simplest rhyme.

THE LAND OF HIS HEART'S DESIRE.

The boy went out from the ranges grim,
And the breath of the mountain went with him.
With a song in his heart and a smile on his face,
And a light in his eyes for the foremost place.
And the good green earth, and the salt sea spray,
And the soft blue skies, they were his that day.
And, like Eden, ringed with a golden fire —
Afar rose the Land of His Heart's Desire.

The boy went down to the city's strife,
And his face was lost in the surge of life.
But a Power that he did not understand
Had nerved his brain and his fighting hand.
And he strove and failed, and he rose and won —
And he failed again ere the fight was done.
But he battled on when the days were dire
To win to the Land of His Heart's Desire.

And there, in the heart of the stress and din,
'Mid want and labor and wealth and sin,
The strong man struggled with shining eyes,
And forced a passage, and grasped the prize.
And he cried to the Power who had lent the fire:
"Lo! Fame is the Land of My Heart's Desire!
Give the cup to me with a beaded brim."
And the Power that he knew not gave it him.

— G. S. Evans.

THE RAILROAD STATION AGENT.

BY E. G. D., C.E.R.T. NO. 1011.

I'm a railroad station agent, and operator too,
I'm doing work it ought to take a dozen men to do.
I am working for a railroad that has the gall and cheek
To pay me ten dollars for my services a week.

I'll tell you what my duties are, and you won't wonder then
That railroads have such accidents, and kill so many men;
And locomotives, trains and all into each other dash,
And passengers are crippled in each awful crash.

They try to make one man perform the duties well
Of six,
Until they have an accident, and then they try to fix
A thin excuse and let the blame, upon the agent fall,
And then discharge him just because he couldn't do it all.

Now, as an agent, let me tell you what I have to do,
And when I'm done I'll leave the question to be solved by you;
Would it not be the safest plan for railroad kings today,
To give their men less work to do, and give them better pay?

I've got to be on duty, from early morn 'till late,
To keep the depot neat and clean, receive and send out freight,
Sell tickets in the office too, and always answer those
Who ask all sorts of questions, about the train and when it goes.

I sweep the floors, clean spittoons, and wash the window panes,
Receive and answer telegrams, and have to watch the trains.
I answer all the messages that come by telephone,
There is not a minute of my life that I can call my own.

I watch the switchboard, wind the clock, I keep a set of books,
I keep the time of passing trains, and orders hung on hooks;
I clean the lamps, count the tickets, which I daily sell,
And answer every signal when I hear the whistle yell.

I do without my dinner often, and for want of rest,
My brain is dull, my eyes are weak; I try my level best
To keep awake at night, until I'm overcome at last,
And wake to hear and see an extra train go flying past.

Hark! The tickers tell the story, as I trembling listen then,
'Tis a message to headquarters, saying extra No. 10
Has run into a freight train, and engines both are tossed,
With cars down an embankment, and some twenty lives are lost.

In a little while that ticker called me, and the message came:
Why did you let that extra pass? on you I lay the blame;
I answered, I will tell you why: I had too much to do;
Was overworked — I fell asleep — God blames not me, but you.

FACE TIOUS

Better Than Drugs.

Medical Examiner—What is there besides ether and chloroform to produce unconsciousness?

Student—A bludgeon.—*Tit Bits*.

Objectable.

"That fellow," said the pugilist, "is no gentleman."

"What makes you think so?"

"He can't quarrel without wanting to fight."—*Washington Star*.

True Genius.

The Philistine—Is it true that genius is only a capacity for taking pains?

The Poet—No. True genius is the ability to write fly-time poetry in the middle of winter.—*Indianapolis News*.

A New Explanation.

Little Willie—Pa, why do they call them "minor poets?"

Pa—Because they ought to be working with the pick and shovel instead of writing poetry, my son.—*Tit-Bits*.

Away Behind.

"What's the matter? I hear that you are going to withdraw from our club."

"Yes, I can't afford to run the risk of being ostracized by society for remaining a member of an Organization that has never had a cake walk."—*Chicago Daily News*.

Eye to Business.

The doctor hurried in and called the druggist to one side.

"I've just been called to attend the Croesus baby," he said, "and I've given a prescription that calls for nothing but paregoric. When they send it over here you must tell them it will take at least an hour to put it up and the cost will be \$3.50. That's the only way to make them think I'm any good, the medicine's any good and you're any good, and I want to keep their business."—*Chicago Post*.

Swift Reaction.

"Now, thank goodness, I'm done with you forever! When you meet me again, George Billmore, I don't want you to speak to me!"

"I won't, Miss Bingo!"

"If you don't you're the meanest man that ever lived!"—*Chicago Tribune*.

That Was the Reason.

Boy—Mr. Smithers wants to know if you'll lend him an umbrella. He says you know him.

"You may say that I do know him. He will probably understand why you didn't bring the umbrella."—*Stray Stories*.

A Queer Case.

"There is a man that I would trust anywhere."

"Yes, and he would probably fool you."

"Never! There isn't a dishonest drop of blood in his veins."

"Why are you so sure about it?"

"He doesn't try to create the impression that he gets twice the salary he actually receives."—*Cleveland Leader*.

Musical Messages.

A New York exchange is responsible for a story that is a rhythmic reminder of the celebrated Gonagen Finnigin.

It relates that William Blue was running an engine on one of the Eastern trunk lines. His pet machine was engine No. 2. One night a boiler flue "let go" and his train was stalled, blocking the main line. He reported the matter to the Superintendent by wire as follows:

Engine two blew out a flue—
What shall I do?

—Bill Blue.

The train dispatcher, as usual, was equal to the occasion, and a few minutes later the answer came:

BILL BLUE:

You plug that flue
In engine two,
And pull her through
Out of the way of twenty-two.

A Hard Position.

"I see that Russia has completed plans for a railway in China," remarked the morose citizen.

"Well, that doesn't affect our personal interests," replied the flippant friend.

"No. But I can't help sympathizing with other people when they get into trouble. I'd certainly hate to be the man whose business it is to stand on the platform and call off the stations."—*Washington Star*.

Small Boy's Tale.

"I want each one of you little boys to tell an original story next Sunday," said Miss Jones, the teacher of a juvenile class in a Kadunk Sunday school. "Now, how many will do this? All who will hold up your hands."

Several pairs of dirty hands were elevated. Next Sunday came and the story telling began. The fun started from the head of the class, and moved on in magnificence down the line, until Clarence Eugene Hobson was reached. He hung his head, evidently not sure whether his story was proper and applicable to the time and place or not.

"Now for your story," said Miss Jones, a saintly smile playing about her mouth.

"Well, s'not much of a story," said Clarence, diffidently.

"Go on," said Miss Jones.

"Well," said Clarence, "one day a man was riding down a dusty road on a poor, little, old animal. He saw a crow on the fence. Then he saw the remains of a dead hog on the roadside near. The crow flew down and eat greedily for a minute or two, then got upon the fence again, and flapping his wings made a fearful noise cawing. In a minute a great big hawk flew down, grabbed Mr. Crow, and the feathers flew thick for a while. There was no more flapping of wings and cawing."

Clarence stopped and looked uneasily about.

"Well," said Miss Jones in a tenderly meant tone, "the story is all right, Clarence, but I fail to see the moral. Where is your moral, Clarence?"

"Moral, can't you see the moral? Why, it's as plain as the nose on your face," said Clarence.

"We are from Missouri," said Miss Jones, "and you will have to show me."

"The moral," said Clarence, with some enthusiasm, "is this: Don't crow and flap your wings so gay and giddily when you are chock full of dead hog!"

The moral was seen, and Miss Jones said the story was a prize winner.—*Omaha World-Herald*.

His Wit Saved Him.

Detroit used to have a lawyer who was shrewd enough to show contempt of court without incurring danger of the penalty that would have been visited upon an offender less diplomatic, says the *Detroit Free Press*. He was at one time being heard in an important matter before the Supreme Court and made an assertion which elicited from one of the judges: "That is not law, sir."

"Pardon me, your honor," with a deferential bow, "it was the law until a minute ago. Now we accept a new principle, established by a supreme authority."

On another occasion he was reading from an imposing looking book in support of a position that he had taken upon a legal question.

"Just a moment," interrupted the supreme justice himself, "do you mean to say that you are reading good law?"

"Not at all, your honor; only Supreme Court decisions."

The most cutting thing he ever said to the same court was during the consideration of a desperate case, in which he had not a leg to stand upon. He made a bold assertion, which was fallacious, but plausible from beginning to end.

"Blank," said the court, severely, "I would not try to convert the average justice of the peace with such an argument as that."

"Nor I," was the quick response, "but I had what I considered was reliable information that none of the honorable members of this honorable court had ever served in that capacity."

"You have practiced before me for years, Blank," said the Circuit Judge at one time, "and this is the first time you have shown contempt."

"Yes, your honor," answered Blank, "I have wonderful self-control."

Our Correspondents

The Two Primary Isms.

JOSE GROS.

IT LOOKS, as a law of nature, that the mind which is not possessed by silly fancies should have what, in our day, we call a hobby. A hobby may be a wrong ideal or a right one. But who cares for ideals in our days outside of that of wealth accumulation? That is why we generally despise or make fun of all other ideals. Suppose that our other ideals are wrong. Can it be alone the fault of those who hold them? Would ideals be wrong if the consensus of society encouraged all righteous ones? What is it that produces the extra skillful mechanic, professional man, artist, inventor? An ideal, that is, a specialization in thought development, and yet ideals can be wrong. They shall, when we eliminate from them the conception that men don't live by bread alone. That is just the reason, while all inventions in mechanics become a curse to the race at large. Don't you see that their only object is to increase wealth, to lower prices, to add comforts upon comforts, if you like, and never to increase the spirit of brotherhood among men? Don't you see that we are constantly weighing our glorious progress in the scale of dollars and cents, and so we constantly turn our faces against Christ's dictum, that men don't live by bread alone?

Perhaps our readers may ask, "But what about the primary isms?" Yes, we were about to forget them. They are religionism and rationalism. How many bright, good minds have lingered in the one or the other, or have traveled to and fro and got lost?

When our religion abandons reason, we have religionism. When our reason abandons religion, we have rationalism. The rationalist is then left alone with his own glorious (?) self. And how proud he feels! He knows it all. He has read all that is worth reading. He has understood everything perfectly. He is the only man who

has no idols. But, is he not making an idol of himself?

Granted that the rationalist trusts on the goodness of the race, on all knowledge to be acquired by the men who seem to have known something, or know something to-day. Yet, even the rationalist is forced to acknowledge that through all ages, as far back and back as you may go, you can but see that each generation has sat like a stupid Buddha upon its own aspirations.

Well, there must be some good reason for that, but the rationalist cannot find it. Is that funny? No. It is perfectly reasonable. Don't you see that the rationalist has abandoned religion? And what does that mean? It means that he has abandoned the Power from which reason comes. That is all there is about it. He thinks that himself and the race, the race and himself can settle everything. Why is it then that the thing has not yet been done? The race and the rationalist have been here, on earth, for 6,000 years, we say. Perhaps in Heaven we shall see that 60,000 years would have been a more correct estimate. But let that go, anyhow, as it does not need to affect any conclusions.

And what about the *modus operandi* through which the rationalist wants to make us all happy? By simply building up and never pulling down. Is that the process in our cosmos around? Hardly. Integration and disintegration is the law which permeates the universe, from blade of grass to star, from worm or insect life up to consciousness in man. Here the rationalist seems to have abandoned reason on top of religion.

The race and the individual, the individual and the race! Does that make the cycle of all life perfect and complete? If so, why is it that generation after generation we feed ourselves upon our own aspirations, which means, on ideals that we fail to realize or

they fail to satisfy us when accomplished, when carried out in actual fact?

The rationalist thinks that the Christian is relieved from all burdens through ignorance, and stops thinking in connection with trying to make the world what the world should be, resting all his hopes in that direction upon an unseen and uncomprehended being. Here the rationalist drops all power of classification, the most important one in the realm of reason, and without which reason is like a ship on the high seas without a compass. He also fails to discriminate between forms and essence, between outward manifestations and inward perceptions preceded by efforts. He only sees one general tendency, one powerful stream in its march over plains and plateaus, on its descent over mountain ranges, on its final merging into the ocean. He overlooks the little streams, which, independent of the large one, perform their functions however humble, before they go, too, to drown themselves in the ocean below. Because, don't you see that even outside of rationalism we have the individual and the race, the former trying to rectify the wrong tendencies of the latter?

Our dear readers may now be able to perceive that the writer does not believe in rationalism any more than in religionism. He does believe in religion and reason in close alliance with each other. Is that so difficult? It is the most natural combination on earth, the most indispensable.

Essentially, religion is plain, common honesty applied to all our dealings with each other individually and socially. And what is reason? Just the same. Does that make them independent of each other? No. It makes them close allies, brethren in thought, feelings and volitions. Of course, the religionist cannot see that because he has given up reason. Of course, the rationalist cannot see that either, because he has given up religion. Both are the image of a wagon with but one wheel, and hence they are both bound to remain inactive in the road to progress. A wagon needs at least two wheels to roll on. What applies to the physical order applies to the moral one.

The religionist places God too far away from him and the nation in which he lives. The rationalist places God no where. The latter has no fulcrum with which to raise

the world. The former does not hold the lever close to the fulcrum to move the world onward.

God! It is not only necessary to believe in Him while we pray; it is also necessary to believe in Him while we act. And when we do act, down to the most insignificant items in life, we must do so under the perception that our "ego" is not our center of gravity. Our center of gravity is the nation, and humanity still more than the nation, and not humanity through the business of wholesale murder, what we call expansion, manifest destiny or teaching other races how to walk before we have learned that ourselves. We can cheat each other with fine words, but we can never cheat God. As soon as we stop trying to cheat God, as we have done for, lo! so many centuries, we shall realize the "Thy Kingdom come," and we shall do that without the help of any isms that may not be in perfect accord with social honesty and righteousness.

Cause and Effect.

It is a scientific truth, I believe, that every effect or result or condition in nature must have had an antecedent cause. It would seem at first thought that there should be little difficulty in distinguishing between these two things. However, when we enter the realm of philosophical thought we will find that cause and effect are often so coexistent, so interrelated and entangled that it is extremely difficult to distinguish between them. It is my belief that when we are able to clearly distinguish between cause and effect, and to attach to every condition of life and of mind its true cause, its moving motive, we will then be in a condition to solve all the multifarious problems of social life. Our individual thoughts and actions are the results of such a heterogeneous mass of previous conditions and circumstances that it is indeed a gigantic task to undertake to trace them back to original sources. A boundless and fascinating field of thought is here opened up for the philosophical mind. Is the body merely the instrument which the mind or soul uses, or is it the machine whose action produces the mind or soul? Your answer will determine whether you are a spiritualist or a materialist.

Which proposition most nearly approaches the truth—that intemperance is the cause of poverty, or that poverty is the cause of intemperance? Upon your answer will depend the character of your exertions for the elevation of the unfortunate. The old idea, and the prevailing idea today with those temperance advocates whose efforts are resulting in nothing but disappointment for themselves and contempt from their opponents, is that intemperance is largely responsible for poverty. There is a measure of truth in this. But the newer idea, the progressive and future idea is that poverty—the hopelessness of the struggle for a competence, the bleak and barren outlook—drives men to recklessness, to intemperance and to despair.

Near the close of a life devoted to the cause of temperance—a life of the most active, able and earnest endeavor ever attained by a dauntless soul—Frances E. Willard acknowledged the futility of effort along the old lines and accepted the new doctrine. Give the child and the man favorable surroundings, thus putting hope and aspiration in his soul, and he will speedily grow away from the impulse and desire to drown his sorrows in the intoxicating bowl, to stifle the still small voice, in sensual indulgence.

It is hardly possible to determine with exactness the relation which the mind bears to the body, and the influence which one exerts on the other, for the reason that no rule will apply to all persons. The individuality of each must determine the result. The *theory* that the mind controls the body seems to be correct; that is, that it may and should do so. But the *fact* is that few men have reached that state of development, and that with the great masses of humanity the mind yields sway to the physical passions, desires and demands. We must recognize the fact that man is first an animal then a spiritual being. And herein lies the whole philosophy of life. Is the theory of the natural depravity of man correct, or is ignorance coupled with false and pernicious systems and customs responsible for man's depravity? Take away all benefit and advantage to the individual on a certain line of action and will he choose good or evil? Let the natural impulse of

the human heart dictate an act, and will it be a kind or cruel one?

Now let me tell you how it all happened. The world has been making a mistake. The teachers and philosophers, all back through the ages have been groping in impenetrable darkness. They have had the cart before the horse—been pulling the wrong string—trying to open a safe without the combination.

The one idea which seems never to have been questioned is that if we would reform and benefit society we must begin with the individual. That's wrong. That's putting the effect before the cause. I say unto you take care of society and the individual will take care of himself. If you would evolve a higher manhood apply your efforts to establishing universal justice. Give people a chance. If you are going to raise a crop of "spuds" its all well and good to go to some trouble to get good seed; but that's not all. You will do better if you devote more time to your field; secure a good soil, enrich and cultivate. If your seed was poor a few years will develop it, but if your field is poor and you neglect it—well, you better sell the ranch. You're no ranchman. Apply this to the human race and you may see why I condemn the philosophy of the world without a blush.

Christianity has been a failure because all its efforts have been expended in a vain and fruitless struggle against the effects of an unjust and cruel social system. It has never got down to bed-rock principles. Never comprehend the fact that a *cause* lies hidden in the social fabric. The orthodox minister sees only the surface—exhausts his energies in combating effects, while he remains silent and ignorant as to the causes leading up to these bad results. He attributes all the unhappiness, misery and degradation in the world to one little word, *sin*—and there he stops. He then prescribes the blood of Christ as a cure-all for sin. It is not my purpose to attack Christianity, but this is a prescription which has been rejected by the world for nineteen hundred years, and will continue to be rejected so long as nothing is offered more tangible than the results of such teaching as we see them to-day. What childishness it all is! We smile, or profess to be shocked at the

narrow-mindedness, denseness and superstition of our ancestors of two hundred years ago; but I say unto you the difference between them and us is small as compared with the ideas which will be held by our grandchildren. We are just beginning to get a faint gleam of truth along these lines and further progress will be rapid. A hundred years of liberty of conscience has not been enough to get the cobwebs out of the brain. We are just beginning to recognize their presence, and some day we'll have a house cleaning.

My Christian brother, before you can hope to do any great amount of good among the masses, you must go a little deeper and ascertain the cause of sin; and having found it, turn your guns against it with the same commendable zeal and energy you now exhibit in combating the effects.

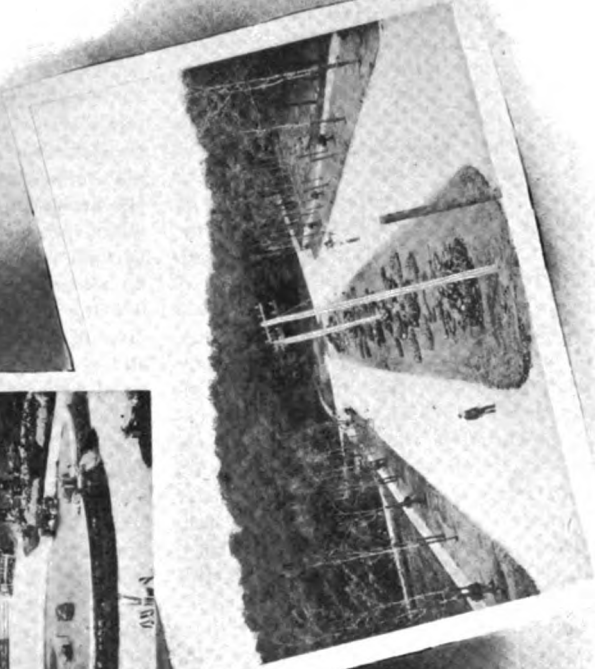
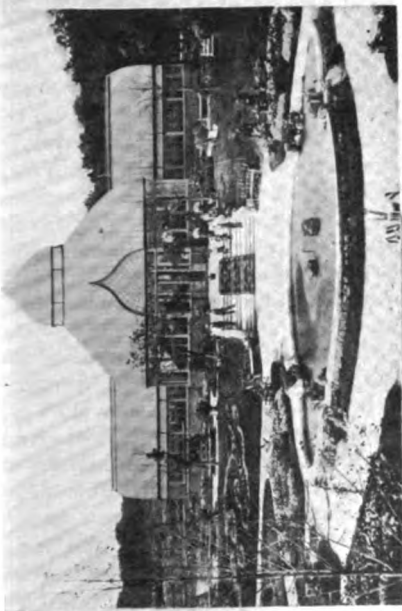
You tell me the heart of man is naturally sinful and that we can find no other cause for sin than carnal human nature. Let me urge you to investigate along that line a little. I am not among those who believe in the natural depravity of the human heart; on the contrary, I have a firm belief in the natural goodness of the human heart. While recognizing both I believe there is more good than evil in the heart of man, and that the evil which appears so prominent is not rightfully human nature—but perverted human nature—perverted and warped and disfigured by unfavorable conditions. Given favorable surroundings the natural tendencies and desires of man are towards that which is good. Remember, I am not talking about some particular individual you may have in mind, but about the race. I know there are exceptions to my propositions, but it's fundamental facts I'm after—principles which control the general progress or depravity of the human family. Few, indeed, are the men or women who pursue sin for the love of it. They are forced and driven into it by the injustice which prevails in the world.

Our social and economic systems cultivate the worst side of man. Selfishness is instilled into us from the cradle to the grave. It is made a necessary condition of survival. Talk about the "survival of the fittest!" If the fittest is selfishness and shrewdness, cunning and cruelty, then that theory will stand; but if the fittest is kind-

ness and fairness, brotherly love and human sympathy, then it is all bosh, and the less said about it the better. It is not in every case that a theory which may apply to the brute will apply with equal force to man.

I will admit that sin is the direct cause of the woes of humanity, but I will maintain that poverty, or to put it differently, the struggle to escape poverty is the direct or indirect cause of by far the larger proportion of sin. And poverty is due to unjust laws and social conditions. So long as one child is born into the world with an income, and hundreds of others are born doomed to toil throughout their lives to pay that income, just so long sin and all the ills which follow in its train, will prevail. A powerful intellect is more potent for good or for ill than a powerful physique. Intellectual force is superior to physical force. What is the use of civil and political liberty if we are going to remain in industrial and in mental slavery?

A man is what he is, not so much from his own individual efforts, as from the conditions which have surrounded him through life. He inherits his natural inclinations and abilities; these, coupled with favorable or unfavorable surroundings make the man; and these external conditions are for the most part wholly beyond his control. The influences creating them extend back for generations before he was born. Whatever a man may become, either for good or for ill, he owes to society, present and past, which has made his individuality possible. Herein lies the responsibility of society as a whole. The individual is but an atom. His influence is small. The mistake of the ages has been an endeavor to elevate the race by beginning with the individual. Priest and preacher, philosopher and statesman, have believed, and yet believe, this the only possible method. But I tell you it's wrong. The individual is a product of society, the fruit of the tree. Why not look to the tree. Why not prune and cultivate and perfect the tree, and trust to nature and to nature's God for the perfect fruit? Why not establish justice in the social and political fabric, and thus lay the foundation for a nobler and a better manhood and womanhood? Perhaps some one will say to this: You can't build a majestic edifice with rotten timbers—or, a stream



VIEWS IN GLEN OAK PARK, PEORIA, ILL.

cannot rise above its source. Perhaps not, but a sinner may hold ideas which would elevate a saint. It will not require angels to establish the co-operative commonwealth. We would all be better and do better if we could. We lack the courage, the faith, the strength, the opportunity. Unjust men may do justice. United effort will accomplish wonders where individual effort will utterly fail. Now you have the secret. What will you do with it? Nothing, most likely. But if you should feel impelled to make an effort to do a little good in the world let those efforts be directed along these broader lines; grasp the idea that principles are greater than individuals; that justice is better than alms; that society, though made up of individuals, possesses a power which individuals may not attain. Bear in mind that co-operation is better than competition; that sympathy and love are more powerful than pride and selfishness. Be sanguine and earnest, cheerful and thoughtful, and if you don't succeed in turning the world up side down, you will at least succeed in getting your eyes open and enlarging your own soul.

DICK DRUMMOND.

Our Grand Division.

Too much stress cannot be laid upon the importance and dignity of the Grand Division; too much respect cannot be shown it; too much attention cannot be fixed upon its sovereignty; too much homage cannot be rendered it as the supreme power of the Order, or as the Constitution puts it, "the source of all true and legitimate authority in the Order wheresoever established." Therefore, in whatever shape the Grand Division puts and leaves matters, that is the shape in which they are to remain, and the course to be pursued, and there is no authority in the Order to change or modify it, and there is none outside of it, except the law courts of the land. Imagine, then, the responsibility which rests upon the representatives now gathered in the city of Peoria, who should be prepared to do their very best, both in thought and action, for the benefit of the Order at large as well as in particular. It is important that selfish interests be laid aside, that individual peculiarities and idiosyncracies be relegated or bent and shaped

to the good of the whole. For a man to be absorbed in the belief that upon some certain thing happening depends the prosperity and success of the world, is foolish. To sue for that selfish peculiar gratification of seeing our ideas or purposes prevail, regardless of consideration for the feelings, thoughts, or ideas of others, is natural enough, but it is the wrong side of nature, and the very thing which produces bad blood, dissatisfaction, turmoil, and strife. If our personal desires do not carry we have long years before us to bring about a right impression so that they may ultimately obtain; or if we are near the end of our journey, what makes the difference? When we are dead we are done with the world, and the world with us.

I have said that there is no power to change or modify the actions of the Grand Division. There is to a limited extent in the Grand Officers and the Grand Executive Committee. But neither of these have the power to set aside any part of the Constitution or Statutes, or modify or change the intents or purposes of these authorities. Neither can the Grand Division itself by a simple resolution change, modify, or abridge the law.

Circumstances arising outside of the law, the Executive Officers have a perfect right to determine, and that is what the Constitution means in the liberal privileges conferred upon them, but what is within the pale of the law they have no power to meddle with, but they are bound to proceed and render decisions according to what the law determines. Whims, personal desires, and sentiments do not count; there must be a very much deeper and broader excuse. There is no use arguing about the power of judges in rendering decisions, and what they do and what they do not. Judges are bound by the constitutional and statute law; if they were not, they would soon become despotic, and it is to preserve the country from despotism that we have our Congress and legislatures, and for the same reason the O. R. T. has its Grand Division. And it is as serious for the Grand Division and the members of the Order, to look lightly upon divergences from the law, as it is that there should be divergences. Because it does not result in any great harm, or even that some benefit is derived, does not excuse either side from laxity and negligence in their

duty to themselves and the Order at large in enforcing both the letter and spirit of the Supreme Oracle. The Grand Officers and the Grand Executive Committee are placed as executors, and they should and must confine themselves to that line. It is to be hoped, therefore, that the representatives of the Grand Division will use such wisdom and discretion in framing laws and establishing procedures, that there will be no excuse for even the least in the Order to complain or digress. As for perfection, we do not expect it, nevertheless we can come near to it, and the more experience we get, if we continue to build wisely, the more perfect our organization will become.

There is one serious matter to which the Grand Division should give its particular attention; and that is its Journal of Proceedings. It is as essential that that Journal be accurate and complete, as it is that the Constitution and Statutes be full and clear. The Journal of Proceedings of the Grand Division is a legal document of authority, and it is required that it should be preserved and frequently referred to as the legal basis of any action by officers or members of the Order. The Journal is what the Grand Division says—it is the dictum of that body—it is the record of its actions, its desires, its wishes, it is the thunder and lightning, it is the stream which emanates from the "source" of that "true and legitimate authority" of the Order, of which I have spoken. The opinions and expressions of the members in debate have no business in it. An individual opinion or expression is not the opinion or expression of the body. What the body means, the only interpretation and construction to be put upon the matter is what the resolution, report, amendment, or whatever it may be, says. The reason for the matter presented and acted upon is in the mind of the actor; the various shades of opinion and intention is in the mind of every person who votes, but the thing, the thing itself, which the body has done, is that which is stated in the matter acted upon. Legislators express in debate what is meant before the passage of a law; interpreters debate as to what it means after its passage. Let the Grand Division put out a Journal that is a credit to it; let it be something that will add to its dignity—something reflecting its importance. Let it

contain nothing but the action, the real actual acts of the Grand Division, with the barest sufficient words by the Secretary between the acts to connect matters.

Speaking about the dignity of the Grand Division, the sooner we get away from the party idea of organized politics, and recognize the idea that we are an organized state and not a political organization, we will infuse that dignity into our membership which brings respect to the individual, success to the cause, and progress to the Organization. Low ideals never infuse a lofty spirit. High ideals always elevate and imbue the person with wisdom and discretion. Our Grand Division is not a convention. It is a sovereign body. Its members are not delegates. They are representatives. Our Constitution and Statutes are not a political platform founded on distrust and made to be broken. It is a serious document demanding observance and commanding obedience. Our Grand Officers are not dictators or bosses. They are executive officers bound by the acts of the sovereign body. We are a Brotherhood bound together by mutual ties, and not units seeking pelf and position. We are men, seeking to better our condition in life, not animals seeking a place to stop over night. We are an orderly and respectable class of citizens, not a mob of wire pullers and ward heelers. Let us get high ideals fixed in our minds, and drop away from the lower forms of life, doing even as Shakespeare says, "Assume a virtue though you have it not." But in assuming it we should live it, and seek every channel which will bear us on in its direction.

S'CAT.

An Open Letter to the Railroad Telegraphers.

By a very generous offer of the use of the columns of this Journal, I am enabled to address the Railroad Telegraphers of North America, and say a few words concerning their present condition and their prospects for the future.

That this is an age of industrial conflict, unprecedented in the history of the world, is a fact of common knowledge. Formerly, competition was practically confined to localities, each comparatively isolated and self-sufficient, where labor was in effect on

an equality with capital and well able to hold its own. Today, rapid communication and transportation have destroyed locality, or rather made of the world but a locality. You no longer compete with your neighbors and acquaintances, with the humanities and amenities of those relationships to restrain each other and to mould sentiment and "public opinion." Today you compete with the world, and the world competes with you, to your very dooryard and roof-tree; and because it is a stranger to you, afar off and knows you not as an individual, and cannot hear your cry of distress, it will crush you as an individual to the earth with as little thought or compunction as you crush the worm you do not see beneath your feet.

The petty and more than half friendly skirmishes of localities where reason and conscience could be appealed to in behalf of the oppressed individual, have changed to a world-strife, to an industrial world-battle, where an individual appeal to humane reason and conscience can no more be heard nor heeded than could the cry of a fallen trooper in the sunken road of Waterloo. Battalions, organizations alone, can now be known or recognized. The day of the individual has passed. The industry or trade that is not organized, or the worker who does not belong to his guild, stand the sure victims of the organized powers that encompass them. Organized industry is organized power—a power which neither recognizes nor acknowledges any other power except that like unto itself. Under the present system of society and government, public authority is itself powerless before it. It is absolutely irresponsible except to power especially organized to oppose it.

Note this vital truth: The opposition must be organized, and organized as highly and possess as great solidarity as the organization it must needs oppose. Look about you today. See the great industrial organizations of the times—the corporations, the trusts, the monopolies, the great combinations of capital. Are you the competitor, the patron or employe of any of them? Then are you the objective of their organizing. It is you they are after. They establish your prices, fix your wages, levy tribute upon you, and tax you at pleasure without your consent. You are a part of their stocks and bonds. They make their dividends out of

your labor. They respect no rights of others. They are responsible to no authority. In times past to be subject to such conditions has been thought just cause for revolution, for armed resistance. Do you not consider it cause even for counter-organization? In times past, free men, rather than submit to such conditions, have counted possession, home and family as nothing, and given life itself in opposing their oppressors. Of what moment do you count your like condition? What will you give to its undoing? Not even time, nor thought, nor labor, nor money to organize against it? If an irresponsible power is organized against you, capable of putting its hands into your pockets, taking the products of your labor and fixing the price of your toil, giving or withholding you employment, what are you going to do about it? Throw yourself upon its mercy? Crawl in the dust at the feet of those who think naught of you but to use you?

As an individual, isolated and alone, what can you hope for the future? How can you make wrongs and injuries known—or have them recognized or righted? Do you hold your place or position at the pleasure of an organized power, a corporation, a trust, that recognizes no authority, no right, no reason, no humanity? Then, as an individual, how utterly powerless and impotent you must feel yourself to be in its presence. Could you be dismissed in an hour without notice and without cause? What would you do? Where would you go? Who would heed your protest? Who would take your part against your wrongs? Are you a free man? Does liberty have any significance to you in such a condition, if this power is brought to bear upon you? Under such circumstances, what meaning or value have any of the sacred rights of life, liberty or conscience?

There is no hope for any of us today except in counter-organization; it is that or slavery. You owe no higher duty to yourself, your wife, and your little ones, aye, to humanity, to your country and your God than to organize your industry and to join your trade organization. Individual and local public opinion and sentiment are powerless today to help restrain. Organization is supreme. In these times you must be either an isolated atom, defenseless and the helpless prey of the world, or must be an

integer of an organization that only can exert the power to preserve your rights and redress your injuries. Our most sacred duty to society and to those who come after us, require that we take this, the only means short of revolution, to perpetuate manhood and liberty upon the earth. Organize your industry, join your trades unions. Count for something in this Battle of the Giants. Be not a pygmy skulker, a crawling recreant, a creeping sycophant to the opposing organization that is naturally and inevitably hostile to your interests and your rights, and having used you will kick you aside as a thing having the form of a man but too ignorant and vile to act the man.

Do not wait for others to act for you. Do not wait to be solicited to do your duty, to join your brethren, to help organize your trade or your industry. Do it yourself. Volunteer. Bear cheerfully your part of the duties and the expenses. Give of your time and your means with the eager generosity that a broad reason and a deep conviction and a high principle should prompt. The Power of Association is today the only recognized power in the industrial world. You must be one of an organized industry or you are nothing. Organized living brotherhoods, whether of capital or of labor, alone wield power; they alone are heard or heeded. They now take the place of the local neighbors and friends of unorganized times—preventing your oppression, redressing your wrongs, and helping maintain your rights. Organize *your* Brotherhood, join yourself to its power; add your strength to it and its strength to yours, and feel the mighty flow of its power round about yourself and your dependent ones. If you are one of an unorganized million, your strength is still but one; if you are one of an organized million, your strength is that of a million. Learn a lesson from the war of conquest in the East. What chance have the unorganized multitudes of the Orient against the organized and trained battalions of the West? Of what avail their valor, their energy, their enthusiasm, their blood sacrifices, their numbers, without discipline or organization? An universe of chaos is powerless before a dozen atoms of Order. Be not one of the savage multitude, to be mowed down by the guns of the organized few. Be not an atom in an universe of chaos. Be one of the

chaos-conquering Order. Organize your industry. Join your Order. Belong to one of the modern Brotherhoods—Capital or Labor. "Millions for defense, but not one cent for tribute." No taxation without we know the reason why, and consent. No irresponsible power without an Organization to oppose it.

Servitude or fellowship, masterhood or brotherhood, chaos or organization, conflict or co-operation, freedom or despotism—these are the alternatives presented to Labor today. The power to choose is not yet denied. Choose today, or tomorrow brings the revolution.

CLINTON BANCROFT,
Organizer San Joaquin Div.
Huron, California.

To License Operators.

In the April number you copy an article from the *Telegraph Age*, criticising the Indiana Legislature for offering a bill requiring operators to have a license. The *Age* says: "The fraternity of Indiana is a competent body of men, and the individual operators do not need an expensive diploma of a state examiner to certify to their ability to receive and send messages." Just such conceit as this is what has ruined the telegraph business. No doubt the individual knows to what extent he is competent, and so does his master, but it is a known fact to every operator that has been in the business long enough to learn that there is no honor in it, that competence cuts no figure. Whenever a seventeen or eighteen-year-old boy asks for work (he don't care whether it is a living or not, his father feeds and clothes him when out of work), he is given work at an insignificant place. Next in order is a good operator, of years of experience and a family to support. He is put on a wage basis with this seventeen or eighteen-year-old boy.

The *Age* further says: "No Indiana corporations hire incompetent telegraph help. There are too many good operators looking for work." We do not doubt but there are plenty of good operators hunting for work in Indiana, the same as elsewhere, and, unless conditions there are quite different from here, there are numerous incompetent boys holding responsible positions.

The *Age* further says: "They (the corporations) themselves are the best judges, and if a telegrapher had in his possession fifty licenses we believe the employer, for his own safety, would feel it to be his duty to test the applicant as to his ability and fitness to hold office." *Let him test all he wants to, but if the law imposes a fine for employing an operator not having a license, the corporation will not employ him.* Marine engineers and pilots have to have more experience than operators; they get a great deal more pay, and they are required to have a license. Doctors, lawyers and pharmacists are just as much bodies of men as operators; they are all required by law to have a license. Anyone with as much brains as a telegraph operator ought to have, knows that license is a protection to any profession or business.

Brothers, don't let such talk as that from the *Age* turn your heads from the right direction. I am a democrat from the ground up, but I will support any legislator that votes for a bill to require all operators to have a license, regardless of what party he comes from.

TEN YEARS EXPERIENCE.

From California.

The Canadian Pacific Railway is well represented by a correspondent who soars under the far-fetching name of "X-Austin," and it is our pleasure to state that we did not become x-austed in reading his pointed lines.

In the Queen's sharp, frosty clime,
Toward Klondike's shining gold,
Lives a "Post-Laura-Ate,"
Whose feet don't feel the cold.

He is active as they make them,
And we vote him clever, too;
For his verse is full of sunshine,
While the sentiment is true.

With a sense of pride and satisfaction we bring to our readers' notice the unvarnished fact that there is more activity displayed on the Pacific coast roads now than has been known in our history. We have made wonderful strides toward the enrollment of every operator on the System, and the dawning of a brighter future is clearly recognized.

The unique course employed to bring nons into our grand and noble Order is being engineered by our steadfast brother, George Estes, with Bro. F. A. Hemphill as first lieutenant on this division, and our genial Sec-

retary, Bro. B. A. Meyer held in reserve to book those who go his way, and they are numerous, too.

There's a story of two Georgies,
Whom all look to with pride —
Brave Dewey in Manila,
And Estes on this side.

While Dewey used cold iron and lead,
Upon the briny seas,
Our Estes uses brainy stuff
Upon non-O. R. T's.

Some there are with courage born,
Who brave a coming dash;
And some who hasten in retreat,
Most fearful of a crash.

But Estes throws his "left wing" out
And heads the nons off there;
While on the "right" he uses "Hemp"
That treats them fair and square.

And 'bout this time the nons say, "Halt!"
"We'll send our names to Meyer;
"To H — I we do not care to go,
"If hotter than this fire."

Wonder why our girls are so backward in coming forward? We know its their nature to be shy; yet our sisters seem to be overburdened with that affliction. Their lines bring sunshine into our lives, and we wish more of them would muster up courage and favor us with their kind words of encouragement.

KITTIE DE NEFFEE.

Oh, Kittie, our dear little Kittie!
Oh, what has become of you, pet?
You haven't forsaken us, have you?
You haven't strayed out in the wet?

There's a "Woman's World" in our bright Journal,
Why don't your lines grace a page?
Without more lines from our sisters,
We're apt to show premature age.

C. A. HALL.

Government Ownership.

In the April issue, "Cert. 1" invites discussion of Government ownership of railroads, and from the drift of his article shows an inclination in favor of same. As yet, I think, he has looked at only one side of the question, referring to the postoffice regime as an example, which, I think, will not stand.

The postoffice management, which any well educated, intelligent man is capable of, is determined by the political standing of the applicant for managership. In the case of railroad management, the success of a railroad depends upon the brain of a man who is a thorough, practical railroad man

from A to Z. Take, for instance, the P. R. R. or the N. Y., N. H. & H. R. R., where do you find a railroad under better management or on a more solid base? Suppose these roads under Government ownership; the management would be considered a sinecure, and the position sought for by every man with a political pull, even if he never saw a tie tamped. What would the road amount to under such circumstances? And if the roads are not on a paying basis under Government control, the deficit would have to be paid by the taxpayer, and who is that?

For an instance of railroads under Government control, take the roads of England owned by the Government; they show for the past year a deficit of some millions of dollars.

I say, let us get down to something tangible, putting our time and talent to the work of solid organization and better our own condition on the railroads, as under good, practical management. The only solution of this is the Socialist platform, and, at present, that is quite chimerical.

In S. O. and D.,

CERT. 300.

From Minnesota.

One of our brothers has asked for a discussion on government ownership of railroads and telegraph, and the possible benefits accruing to wage-earners through such ownership. As I made this my platform in a short article recently, I will attempt to enlarge upon the idea some for the benefit of those not previously interested, as it now appears to be a vital subject with us in solving the problems arising from the consolidation of interests into trusts and corporations not amenable to the usual check on all things in the way of competition.

I do not regard this as particularly a menace to the wage-earner more than all other classes of citizens, but will discuss it in general terms. As regards our own interests in this case, I do not think there is a competent labor leader in the United States who does not realize that there is an increased danger in the new order of things, for where we previously contended with the dragon of avarice to secure a just recompense for our labor, we must now contend with a seven-headed one.

There is a somewhat general belief that the trusts will fall of their own weight, but I cannot see it in that way personally, for the reason that their organization is complete in detail, extending in its operation to the ownership of the raw material in many cases, such as iron and oil, and combining the operation of the railroads, backed by the best brain in the country.

By the term best, I mean in a commercial sense, not implying virtue. Here in the State of Minnesota, we have great iron interests, owned by Mr. Rockefeller, who also owns the D., M. & N. Ry., which brings the ore down to Duluth, who owns the lake fleet that carries it East to the furnaces, who owns the furnaces, who—who—who—well, who owns the house that Jack built, I presume, for nobody knows what he does own.

He has crushed out competition to a large extent, or, at least, to the extent that a man owning an iron mine has only to comprehend the payment of taxes to the state on his property as an emolument, or sell to somebody who owns a railroads lake fleet and furnaces, and just at present Mr. R. seems to be the most available man to whom to sell.

James J. Hill, the far-seeing president of the Great Northern, has also purchased a road into the Iron Range country, and also joined hands with the American Wire Nail Company, so if any of you own an iron mine there, you will soon be able to choose between James and John, I understand.

What I have said of iron and oil, applies in part to coal, sugar, coffee, breakfast foods, and many other things to a large extent, for where the manipulators of these staples do not own the railroads, they are unquestionably getting rates that the small dealer cannot dream of.

The alleged wholesale firms are simply becoming agents of the sugar trust, and the coffee trust, and get their commissions and terms of purchase, or live, in other words, by the grace of the trusts.

The trusts are waxing fat, and we are getting great loads of prosperity, according to *Bradstreet* and *Dun*, but where the prosperity is going to end no man knows. The only criterion is the history of the past presented by the feudal system, written in blood, that he who runs may read.

I have diverged somewhat, however, from

the original text. The advantage to be received from the Government ownership is that under this ownership it will not be possible for the trusts to carry on the discrimination against all other classes in the matter of rates and facilities for distribution. It is conceded on all sides that we have an equal right to facilities of profit, and, I believe, it follows that all interests that are general belong to the people and should be under their control, as a public road, school, or other privilege.

Our courts have not maintained the right of the several states to regulate the affairs and rates of a railroad to a large degree, for the reason that it conflicts with the private rights and the Constitutional rights of property. Even where the most rigid laws are passed by states to secure a statement of business transacted, it is within the power of the railroad to make whatever returns it deems politic, and swear that to the best of their knowledge it is correct and true. Their knowledge may be at fault.

It is simply folly for the states to attempt to pass laws which are laughed at, and it is not in conformity with the dignity of the state. The hands of the courts are tied by past precedents, and can be of little assistance to the state in this matter.

As far as I can see, there is but one solution. We must own the facilities of transportation to regulate them in an effective way. We know what has been the result of our own attempts to secure the passage of laws in legislatures bribed before they have been seated, with passes. We must undertake a bigger method of righting the wrong. It is not a question as to whether we have larger salaries and shorter hours, but a question as to whether we can maintain the republic in the sovereign right of the people. We must look at it in the way our fathers did in the construction of the Constitution — as a matter of honor and right, and not one of dollars and cents in our pocket, and enlist the united efforts of our friends in carrying on the work.

I was surprised to learn some time ago that in the State of Missouri one of the railway organizations raised its official protest against the state legislature in trying to reduce freight rates, because it might affect their wages.

Brothers, this is wrong, and a serious mis-

take. The people are our friends, and not the railroads, for we insist that we have a right to our wages, and it must not be construed that we draw our salaries because the companies see fit for us to do so.

In maintaining this right we must look to the people, and not bring our personal matters between them and those they oppose in the same way we oppose. I want to see the membership of our organizations take a higher view of this matter. In capital we have a united enemy. We must unite the forces of opposition.

My article would be lame did I not suggest a method of securing our ends, and in this connection we turn to Sweden. To obtain the ownership of railroads there the Government established savings banks, in the manner of postal savings banks, and in this way accumulated the necessary capital to make the purchase. Sweden now owes her debts to her people, and her people are pleased with their investment, as there is no such thing as a bank failure.

NOCTURNAL.

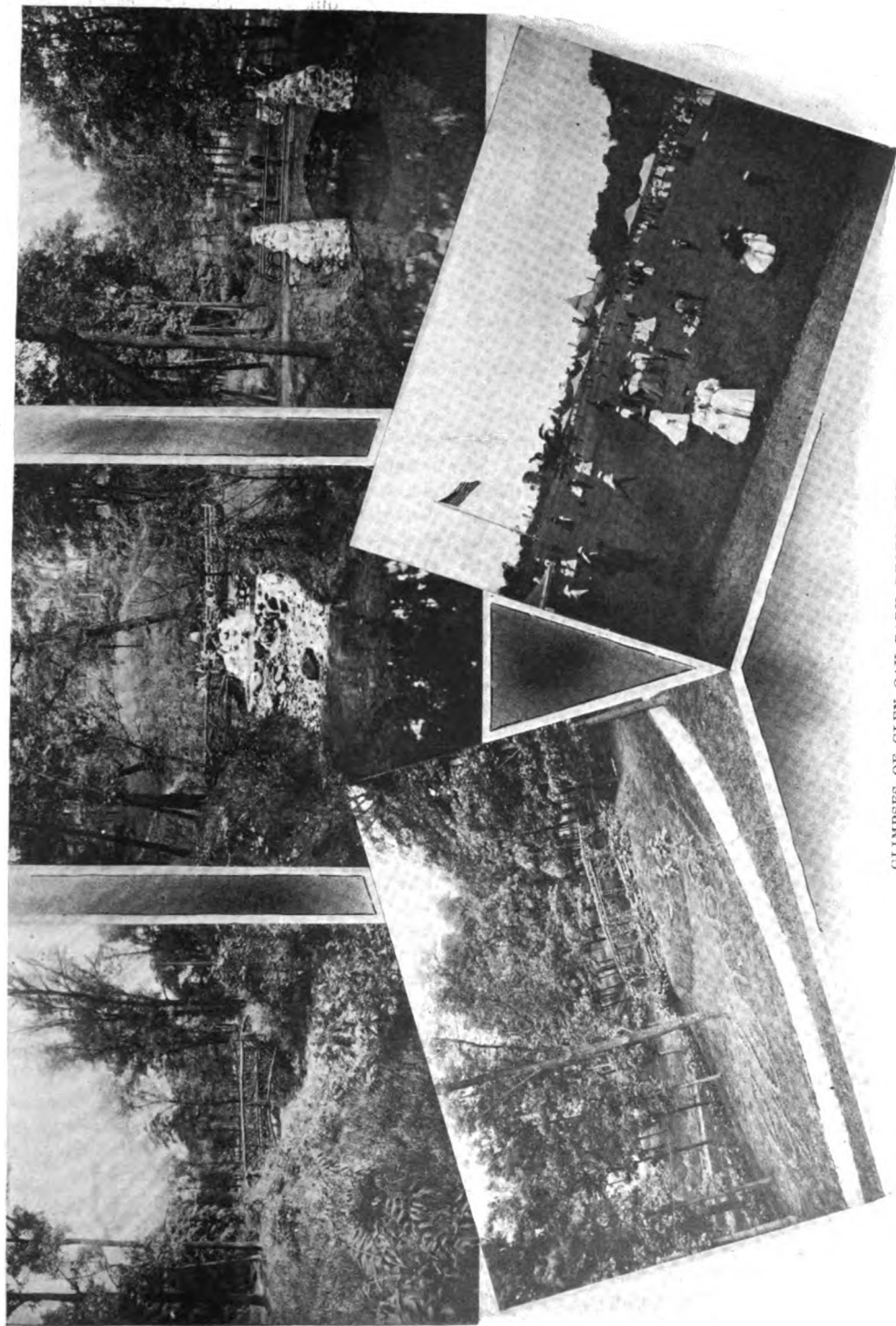
Limitations of Wireless Telegraphy.

The papers, of late, have fairly teemed with glowing accounts of the wonderful possibilities of the Marconi system of wireless telegraphy. Judging from the knowledge of the subject displayed by the writers of the major portion of these articles one would be led to believe that their regular line was swell weddings and pink teas.

One writer, cabling from Paris to the *Chicago Tribune*, quotes Ducretet, the French electrician, as follows:

"My invention will enable us to send telegraphic messages without wires from Paris to New York. Trans-Atlantic cables are so costly and cumbersome they will soon be abandoned." * * * * "What an advantage it would be when President McKinley, sitting in the White House, can transmit a message to Admiral Dewey resting in the cabin of his battle-ship in Manila harbor, without the intervention of a third person."

This, to the general public, who are in the habit of believing everything they read in the newspapers, may sound very well, but the writer fails to state what precautions could be taken to prevent a mercenary from setting up a similar apparatus in the path of



GLIMPSES OF GLEN OAK PARK, PEORIA, ILL.

the electric waves and taking in all that is said.

This is precisely what is taking place in the Marconi stations on the English channel, according to the *London Electrician*, which says: "At present all signals sent from the South Foreland affect the receiver on board the Goodwin lightship" (wherever that may be).

It would be difficult, at the present stage, to understand how it is to become of any commercial value so long as this defect exists, as there must be sufficient secrecy to make any kind of communication a commercial success.

H. C. O.

From British Columbia.

Cognizant of the fact that the eyes of the world are now turned toward the gold-bearing regions of British Columbia and the Northwest Territories—most notably the famous Horse Fly, Forks Quesnelle, Quesnelle Mouth, Barkerville, Atlin and Klondike districts—and as very little, if anything, has ever been said in any of the railway journals about this country, or the route into it, and if it will not be considered an intrusion on your space, I think it would be a good idea to publish the within facts, as this Journal comes before some 20,000 or 25,000 readers, principally railway men and ticket agents, who are undoubtedly asked many questions they are unable to answer regarding the country and the now famous overland route to the above named districts and the Yukon, via Ashcroft, B. C. Perhaps all would appreciate the following item:

Owing to the great excitement in the gold-bearing frozen North, it is a foregone conclusion that this route will be traveled by large numbers of persons, as it offers great advantages to prospecting and exploring parties, passing through a gold-bearing country its entire length. Starting from Ashcroft, a thriving town on the main line of the Canadian Pacific Railway, 204 miles east of Vancouver, B. C., the route for the first 220 miles is over the celebrated Cariboo wagon road to Quesnelle. Right here it might be well to mention that Horse Fly and Forks Quesnelle are on a branch road from the main Cariboo wagon road, a dis-

tance of about sixty miles northeast of 150-Mile House, and Barkerville is a distance of about sixty-five miles due east of Quesnelle Mouth, and is a very active and lively mining town, and has turned out upwards of \$70,000,000 worth of gold in the past twenty-five years.

At the town of Quesnelle the Cariboo wagon road crosses the Fraser river, and takes the well-known "telegraph trail," cut by the Collins Overland Telegraph Company (virtually the Western Union Telegraph Company), in 1866, via Hazleton and Hudson Bay Post to Telegraph Creek at its junction with the Stekin (or Stickine river). From this point over a government road to Teslin Lake; from Teslin Lake the course is down stream to any point on the Yukon river.

Ashcroft, the starting point for the traveler wishing to take this route to the golden North, is a typical Western town, full of life and energy. There are a number of large general stores, carrying heavy stocks of all the things necessary for outfits. One can also secure pack horses at Ashcroft at most reasonable rates. Intending patrons of this route would do well to secure the Ashcroft prices, etc., before bringing expensive outfits and paying heavy freight rates on them, and in addition to this almost prohibitive rate, customs on all effects from foreign lands. All along the route from Ashcroft to Telegraph Creek feed for animals is plentiful during the Spring and Summer. The trail has been traveled frequently as far as Hazleton, and camping grounds are numerous beyond Hazleton; however, travel thus far having been light, not so much is known of it, but all those returning have reported that the country is easily traveled and that there are lots of good camping places. You require a miners' license which must be personally procured. You can procure license, all supplies, etc., at Ashcroft.

The British Columbia Express Company (Limited), operate a line of first class passenger, mail and freight stages through the Cariboo district, and any one corresponding with Mr. James B. Leighton, the popular general superintendent of this company, at Ashcroft, B. C., or to Senator James Reid, Esq., general manager of the Quesnelle River, Stuarts Lake and Inland Waters Steam Navigation Company, at Quesnelle,

B. C., or to Dr. F. S. Reynolds, of Ashcroft, B. C., can get other information greatly to their advantage, if they are contemplating a trip North.

At short intervals along the wagon road between Ashcroft and Quesnelle, will be found strictly first class stopping houses, such as Hat Creek, 20-Mile House, Clinton, 83-Mile House, 111-Mile House, 132-Mile House, 150-Mile House, Soda Creek and Quesnelle. At the four principal points—Clinton, 150-Mile House, Soda Creek and Quesnelle—there are large general stores where supplies can be replenished.

Cariboo, like other new countries, has had its many ups and downs. In the early fifties lone prospectors packed in supplies on their backs and discovered valuable quartz and placer mines. Then a narrow trail was cut and pack mules used as the only means of transportation. Later on a wagon road was constructed. One enterprising individual tried elephants as pack animals, another camels, still another traction engines, but nothing has proved the success that the heavy prairie schooner or wagon has for Summer use and huge sleighs for Winter. As high as 15,000 pounds of freight is carried on these huge wagons and sleighs. The recent discoveries, new and valuable mines, in Cariboo, has started new life. A railroad will be commenced from Ashcroft this coming Summer, and built to Quesnelle, 220 miles north. The Dominion government has also signified its intention to build a telegraph line from Quesnelle to Dawson City. Cariboo is booming.

RUSSELL M. CORNELL.

"Once Out of the Cloud, Comes the Gladness of Perfect Day."

If a cog wheel, or any other necessary attribute of a labor-saving (depriving) machine is, within itself, or from an outside cause, defective, this defect not being discovered and remedied, will soon reduce to a state of disorder the perfect working of the other members, one by one, and if no check is made, its wild havoc finally destroys the whole machine. The parts, becoming useless, render that which they compose powerless. Hear then the sound of more iron being thrown on the old scrap pile. "He that hath ears to hear let him hear."

Competent men in great numbers are daily compelled to register their names and resign their fate with those who have gone before. The multitudes of those out of employment fill a list that is now long and woeful and ever on the increase. Men who know but one trade, one calling alone, they represent. How are they to compete with any degree of satisfaction in performing duties they have never been accustomed to? All fish are not blessed with wings, neither do hens swim. Nature provides and fits her children for one station in life, and seeks not to disturb them. She still continues, and always will, to allow them the privilege of the earth, the air and the sea.

Man, by his own weak will, has allowed his face to become whitened, body contorted, intellect benumbed, and life shortened, and his soul in sadness seeks refuge in the dark caverns of despair.

Trust and combine have but one motto—self—and they elevate their standard at our expense. We pay dearly for the joy our misery makes them. They grow fat; we become lean. They travel; we stay at home. They ride in palace cars; we straddle the brake-beam, or walk. They escape punishment; we serve out our time in the penitentiary or sacrifice the blood of the lost lamb on the scaffold. They can corner the corn; we can starve. Ten days is a long time to suffer the pangs of certain death, so some take the air line route.

Blame not the tramps nor the railroad king for the ills which have come upon us.

"Thread by thread the strands we twist,
Till they bind us, neck and wrist."

In our hearts we find the cause that scourges our land; that breeds the millionaires and builds the asylums; that denies plenty and distributes poverty, vice and crime. In that vital organ which injects life to the extremities of our being, lives a hope, a spark of love, a desire for freedom, which we are entitled to cherish.

To regain liberty is but laying the foundation of the new Heaven and the new earth. Former things will pass away if we only say the word. We live amid dens of iniquity, but it is our own fault. We can become as brothers who live in peace and enjoy plenty. We can attain to a perfection individually that would make the nation laugh and the

world rejoice. There will be no more sorrow — when? When we cease to manufacture it.

A duty rests on the shoulders of every man whose "brow is wet with honest sweat." The work of a great reform is the order of the day. "The harvest is great and the laborers few." If the bread of life is to feed the world, the starving millions, our so-called interest in humanity will have to assume more gigantic proportions, and selfish motives must cease to sway, that the arm of right may have an opportunity to sling his hand, while he plays for the emancipation of man.

The only effort we are required to make, is merely the amount we can afford. If we have ten intellectual talents, make another ten; if five, make another five, and if only one, let us not stoop to bury it, for fear we overbalance, and the grave we have dug for it becomes our everlasting tomb.

"Unto every man is given." As we have freely received, now freely give. Learn to know our duty, then discharge it. Know that the fact of our being here prevents any doubt regarding the impossibility of our doing the world some good. Had such been possible, rest assured our mission would have been elsewhere. This energy which we by right of birth possess, is a possession we should be conscious of. It is a tender mercy, a gift of kind Providence which we are at perfect liberty to use or abuse. Our choice in this matter is the balance determining destiny. We either bless or rue an action. Every cause, no matter how slight, has its effect. In good, we find God; in evil, we finally run across the Devil, whose horns are now goring our sides.

Each move we make, and the ones we don't, but should, is either perfecting us after the image of freedom or stamping eternal bondage on our brows. "Every man to be known according to his works." The "Kingdom of Heaven," which we pray to be established on earth, will be delayed until such time as there are a sufficient number of fit subjects to guarantee its support.

Mark well, now, the importance of our co-operation in this matter. Let there be no "learners," for

"Thread by thread the patient hand
Must untwine, ere free we stand.
As we builded, stone by stone,
We must toil, unhelped, alone,
Till the wall is overthrown."

We must be guided by the rule as we see it must be applied. We are none of us so

ignorant that we cannot distinguish right from wrong, error from truth. If a brother man hesitates to do his share, indiscretion on his part does not justify it on ours. Each man's account has a separate page in this book. Debits and credits are entered when transacted, and the postings we can rely on coming out correct.

Do not build upon enjoying anything you in some way refused to work for. No error will occur in the settlement. You will get just exactly what you have labored for. Even the odd pennies will not be divided to make it end in a cypher or five. This book is not only a reliable record of the individual's intention of furthering the cause instituted by the One who died for it, but serves also to show the exact condition humanity is in—how much progress we have made, or how little.

Let us examine its pages at our first opportunity and see for ourselves what stage of the game this is.

"If those who pray, 'Thy Kingdom Come,' would help fulfill their prayer,
Would Satan find dominion for his Kingdom of Despair?"

One word to those whose fingers tip the thoughts of man, from place to place, from shore to shore—to those upon whom the commerce and life of the world for safe keeping depend—to those whose service the world respects to the extent of eleven or twelve cents per hour—to those who have to recruit enough in twelve hours to enable them to work the other twelve, and to those who would gladly serve six months in central prison for not observing the seventh day, providing their doing so would put an end to Sabbath breaking forever.

For the telegraphers of our land to have the rights and privileges of Sunday it is not necessary that they should be cast into prison or lodged in a cell whose walls here and there are adorned with iron bars. Just as absurd too to think that he must always work from six to six o'clock, or that the fruits of his labor will never exceed the paltry sum of forty dollars a month. There is a manly means, a noble method, by which we can gently adjust every grievance and redeem the just rights of every man. I refer to "The Order of Railroad Telegraphers," the representation of a multitude among whom I have the honor to be one.

Yours in S. O. and D.,

CERT. 73,
Niagara Falls Div.

FRATERNAL

Chesapeake and Ohio Railway.

James River Division:—

We have never seen a line in *THE TELEGRAPHER* from this division, although we have been looking nearly four years. We know there are brothers here who could write something of interest every few months at least, if they felt so inclined. However, we have reasons to feel encouraged and some of us are already reaping the fruits of Organization. The grand O. R. T., in one sense of the word, is comparatively young here. Eighteen months ago a very few of the boys on this division had an up-to-date card in their pockets. I dare say not half a dozen. Today eighty per cent. of them are with us, which shows good work.

During the last eighteen months our committee has done some good work. They have been to see Mr. Stevens, our general manager, and secured from him concessions that are almost equal to a new schedule. We feel proud of the work of the committee, feel encouraged, and will say right here for the benefit of those who will not join us, that the work of this committee and the concessions they secured are simply the fruits of organization. Nothing more, nothing less. We had a grievance; we knew it, and we knew organization was the only remedy. Hence we organized and proposed to have our grievance adjusted. We have been recognized and treated as men, and feel encouraged to do our duty. With these facts in view, let all of us determine that we will never relax in our efforts until we "know where we are at."

I would like to suggest that we have a meeting occasionally. It would certainly help us in many ways. We have never had but one meeting on this division, which was held at Gladstone, and I am sure that was a success and enjoyed by everyone present. There was a lot of work done, and the fun need not be mentioned. We hope we can meet again soon.

We had the pleasure of having our Grand Secretary and Treasurer, Bro. Perham, with us a few days ago. Bro. Perham was looking after business pertaining to the O. R. T. He made a fine impression, is strictly a business man and we hope to meet him again.

— "BUCK."

Bro. Harry B. Yontsey, age 27 years, died at his home, Newport, Ky., April 16, 1899, after an illness of two months. Harry, as he was familiarly known, was loved by all who knew him, on account of his great kindness of heart. His always ready self-denial was one of many beautiful traits of his contented nature. Through an injury in early childhood he was crippled for life, but he always bore this infirmity as a stoic. He was ever ready to "work for you," to do you a favor, to show kindness in many ways without appearing to do so. No matter how much it inconvenienced him, he would

never allow you to feel or know it did so. Such a nature could not fail to have warm, sincere, true and honest friends, as was shown by the beautiful floral design, representing the respect, honor and esteem held for him by the operators and trainmen on his division, and the deep feeling displayed by "the boys" who mourned at his funeral, among whom were two of our dispatchers, also several operators and trainmen. By the death of Bro. Yontsey our noble Order loses one of its most faithful members and ardent workers, he being a member of the Board of Adjustment on the Cincinnati Division of System Division No. 40.

— *Peninsula Division:—*

As I have finished reading my *TELEGRAPHER*, and awaiting the pleasure of reading the next one, I will again try to bring the Old Peninsula Division to the front.

How many of our brothers read with pleasure, and heeded the lesson given by Bro. Briant in the April issue of *THE TELEGRAPHER*? For my part, I think it was grand, and I hope Bro. Briant will again come to the front. We all know and cannot fail to appreciate the promptness of the managers of this company every month.

Now, brothers, to make this division what it should be, I ask you to put your hand in your pocketbook and draw forth all the loose change, and don't fail to spare a note of no small denomination, when called on by our Secretary and Treasurer. You know it is for your interest and you should soften that hard heart and open your eyes, read the Journal and be benefited thereby.

Bro. L. G. Bently, of Toano, has been appointed Division Organizer, and has power to give "nons" all the information desired. Now, "BN," I want you to get a move on you, and see how many you can add to the list ere the close of the half year. You should be in good spirits after a prolonged visit to your best girl.

Extra Opr. Meandy did owl duty at Toano, while "BN" was visiting his parents at Church Roads on the N. & W.

Mr. T. G. Meredith, agent and operator at Elko, Va., has been off quite a while. Madam Rumor says when he returns there will be no more lonely hours for Mr. Meredith, as he will be accompanied by one of the fair sex. "M," I congratulate you. May your pathway be strewn with but few thorns and plenty of roses; and may you be convinced that the O. R. T. is the next step to benefit your wedded life.

Extra Opr. G. A. Bently (brother of our Organizer), is working the agency at "KO" during Mr. Meredith's absence. "EK" try and get a peep at the bride and advise us.

Some operators do not appreciate a kindness when it is shown them. I have learned that one of our "nons" who received a much-needed raise, said

if the raise was given him by the railroad company he appreciated the same; but if the O. R. T. had anything to do with it he wished they had kept it, that he wanted nothing that was given him through the influence of the O. R. T. Now, can such a deplorable state of feeling exist in the breast of any operator?

I think not. He would be unworthy the name of operator and would not even be respected by the company who employed him; and I wish to say here for the benefit of this operator that the raise was given him through the influence, hard work and expense of the O. R. T., and if he does not appreciate the same, we would ask him if there are not good men on the extra list that would appreciate the efforts of the O. R. T.

The wedding bells spoken of in my last letter will be rung on the 23d of May, when Mr. B. M. Hardy, of Oriana, Va., will lead to the altar the fair daughter of Mr. L. J. Smith, a prominent merchant at Warwick, C. H. Mr. Hardy will spend his honeymoon in the South sight-seeing and will take in the Confederate reunion at Charleston, S. C. "XN," may you have a pleasant trip, and return fully convinced that the life of an operator is not worth living outside of the O. R. T.

Yours in S. O. and D.,

"PHILOMEL."

Southern Railway.

Washington Division:—

It occurs to me, each month as I get my Journal, and look for something from the Washington Division of the Southern, that it would be a real pleasure to find something about each one of our noble band, but we are kept pretty busy, and don't have much time to write. It is true we have a day off every month, which helps considerably, as the boys, those who have not yet gotten a better half, go to see their best girl, with an eye to a partnership business, and there is nothing like it. Those who have been so successful as to start the partnership usually want the day for rest, as he has lost no little rest on account of the baby's exercising his lungs, to stave off consumption, and then he kicks like a mule, when he should be asleep. But he is no "kin" to a mule, of course not. We all have our troubles. But let us run away, one day off, and forget the baby, the sweethearts and everything else, and take a little trip to see how our brothers are getting on. We will start with a little chat with Bro. Hicks, Washington yard, and we find at Alexandria, Dispatchers Le Hew and Cowhig with Opra. Davis and Oliver at Seminary, Bro. Kelly day and Opra. Jett nights, at Edsalls; Bro. Veach in day and Mr. Newlon at night, at Ditchley; Opra. Sappell and Roark at Burke's; Opra. Smith and Merchant at Sideburn; Bro. Perry day and Bro. Gaines at night, at Fairfax; Opra. Eberly and Bro. Nottingham at night, at Clifton; Bros. Adams and Ford at Blooms; Bros. Merchant and Hottenstein at Manassas; Opra. Merchant and Hixson at Bristow; Mr. Hornbaker and Bro. Robison at Nokesville; Mr. McCarthy and Bro. Hixson at Catletts; Bro. Lawler and Mr. Modena at Calverton; Bros. Lawler and Adams at Midland; Mr. McCarthy and Bro. Prince at Bealeton; Mr.

Embrey and Bro. Beale at Remington; Mr. Brittle and Bro. Anderson at Elkwood; Mr. Jacobs and Bro. Rosson at Brandy; Mr. Lewis and Bro. Humphries at Inlet; Mr. Crigler and Bro. Rogers at Culpeper; Bros. Morris and Saffell at Winston; Bros. Shelton and Nolan at Mitchell's; Bro. Mahoney day and Bro. I. Mahoney at night, at Rapidan; Bros. Peyton and Pattie at Spottswood; Bros. Rector and Locker at Orange; Bros. Stockdon and Gettig at Somerset; Mr. Kirkpatrick, operator and agent at Barboursville; Mr. Watts, opr. and agent and Mr. Cassell nights, at Profit; Bro. Lewis, agent and opr. with Bro. Lake at night, at Charlottesville; Dispatchers Smithers, Balthis and Wilkins, Opra. Faulkner and Adams, "JC" office; Opra. Shelhorse and Conrad at North Garden; Bro. Spingler, agent and opr., at Covesville; Bro. Sprouse and Mr. Fauver at Rockfish; Bro. Thornton, agent and opr., at Montreal; Opra. Roberts and Burgess at Arrington; Mrs. Arrington at Tye River; Bro. Miller, agent and opr., at Amherst; Mr. Dearborn and Garbee at Monroe; Bros. Perry and Rector; Bros. Prince, Anderson and Opra. Burgess have been in Charlottesville for a few days on account of heavy work, being relieved by extra men, Bros. Morris, Chambers and Spitzer, Bros. Cowhig and Buckley relief men. With best wishes for all I'll stop for this time.

CERT 291.

Columbia Division:

Business is somewhat dull in the freight department, causing the night office at Alston being closed, also the telegraph office at Shelton, S. C., these men going on the extra list.

Bro. B. M. Smith, who has been agent at Camp Furnace, is now working nights at Cayce, Camp Furnace being closed and all the boys have departed.

Bro. W. L. Webster, of Knoxville Division, was in our midst a few days ago. The writer did not meet him, but I understand he is a hustler and secured some "nons."

Bro. J. B. Bastain has also been on this division looking after the few "nons." He and Bro. Webster met at Rock Hill. Bro. Bastain continued on the line towards Washington, and Bro. Webster went back to Tennessee. Come again brothers, and call on us members as well as the "nons," we would be glad to meet you.

Bro. L. C. Schumpert, of Vancluse, was off a few days about the first of April, and was relieved by W. K. Carlisle.

Bro. J. A. Dozier, of Trenton, spent Easter Sunday in Augusta, leaving his clerk, Mr. Craps, in charge.

Mr. Craps, who has been clerk to agent at Trenton, is now working nights at Blythewood.

The clerkship has been discontinued during the Summer months at Trenton. By this little change Bro. "D" can't go horseback nowadays.

Bro. Derrick, at Ridgeway, still holds things down at that point, but says sixteen and eighteen hours per day don't go well.

Bro. Whitlock, at Boston, is a new convert but has the Order at heart, and the way he is talking to the "nons," I can't see why they stay out.

Two students are reported between Winnaboro and Chester. Now, dear fellow operators, throw off this student teaching, and join our fold and

help reap the harvest which is in store for us if we will organize.

Bro. C. O. Morgan holds forth at Carlisle and generally gets off after "OS" of No. 10.

Bro. Browne still does the agents and operators act at Prosperity, and I also understand is very attentive to the fair sex.

Bro. McLean can still be found with his hands full at Newberry.

Bro. Glenn, of Chapple's, still says "CH" is the place for mosquitoes.

Bro. Carlisle looks after the company's interest at Hodges, while Bro. Brown plays the same part at Abbeville.

Bros. Link, of Pelzer, and Wenck, of Peidmond, are still billing domestics to Shanghai.

Bro. Gall says he is up-to-date in billing crosses and company lumber from Leesville.

Bro. Morgan, at Gilbert's, plays the same part as Bro. Gall at Leesville.

Bro. Ward, of Blythewood, is the same clever fellow, always ready to lend a helping hand.

Bro. Carter still holds down the operator's chair at Chester.

Bros. Steele and Watson, two of the latest arrivals of the O. R. T. do things up in nice shape at Rock Hill. Best wishes for you, boys. Now let us all go and try to convert the boys.

Now, brothers and fellow-operators, the past month has added several new members to our list. Now let us try those that are still in the dark and see if we can't show them the light. I already have two of our "non's" promises for the 20th of next month, and the boys are in earnest.

Are there no O. R. T. boys on the Macon, Selma and Birmingham Divisions? If so, lets hear from you.

Yours in S. O. and D.,

CERT. 129.

Philadelphia, Pa., Div. No. 4.

"I have more courage now than I had a few months ago," was the remark of a member of Lodge No. 4, on the occasion of a quiet meeting. But so far as quiet meetings are concerned in Lodge No. 4, those we have always. We have come to understand each other, and to understand better the principles by which progress is made. We have discovered that to rail like wild men and berate the earth and all conditions is of no consequence and "cuts no ice," as the phrase goes. A quiet consideration of basic principles, and an understanding of what economic strings to pull on, is bound in every instance to bring the right results. And so it has been in the instance we began to relate. The brother we speak of was about on his last legs because of some whimsicalities of a minor official, but when the O. R. T. went to the officials of greater authority, our brother's legs were made firm, and the great detraction of his little world abated, and once more it went rolling on in its proper sphere. It is the want of courage that keeps more than one-half of the world in the "slough of despond." They need courage to move towards their rights and desires, and they need the power that can keep them from harm when they have the ambition to exercise their courage. A minor official can push you off as he would a fly, and to satisfy their spleen or their

arrogance they do it. The officials are men like ourselves. Some of them are good men, with hearts and souls as tender and charitable as a woman's, while others have hearts so stony and souls so shriveled that they are too mean to be good even to themselves. It is not so much a question as to what power or authority an official has, but it is the question of what kind of a man he is—a whole-souled, noble creature, or a little, mean, shriveled, trembling, arrogant piece of humanity. As you make your bed, so you will lie. If officials want to make trouble for themselves, the best way to do it is to act like savages, but if they want the love and respect of their men, let them act wisely and judiciously. No one can find fault with an act of justice, even if it be harsh; but zeal should always be tempered with prudence, and justice with charity. The same thing which applies to the officials applies to the employees. If the officials were always just and fair there would be no need of labor organizations, but the very conditions of these days of corporations and trusts which remove the responsible employer farther and farther away from the employe, makes them a necessity. An official who wants to bluff can easily do it, if he is unscrupulous, and the bluffed is bound to take a back seat when he has no power to appeal to for justice. But if he has a powerful organization back of him which says, "touch not my anointed," justice and fairness can easily be obtained. Where is the man who has to earn his bread by weekly or monthly stipend who would not be a member of his union? Cost? Why if it cost but a dollar a year, there are those who have not the courage or ambition to be numbered in the membership. If they want courage, or anything else the Order can get for them, they should knock at our door. We have no "hand-outs" to distribute; we simply do our duty towards our own.

S. W. H.,
Div. Cor.

Intercolonial Railway.

Some surprise has been expressed that so seldom notes from I. C. R. appear in our valuable Journal. The division correspondents must be very remiss in their duty. This being the case, a few notes from Moncton Division No. 235 should be appreciated.

Let me first say that our division is still about holding its own, membership being about as when first organized; a large number of the old members are still on deck as zealous as ever in the good cause, while a few have dropped out; why, it is hard to say. The boys should all come in and strengthen the ranks as the different committees on the I. C. R. have done some hard work and with good results, and they are still in the field struggling for the brothers, and at times against heavy odds. However, things look hopeful and a satisfactory conclusion is confidently expected before long of the many matters unsettled between them and the management. The non-members are therefore invited to look into these facts and live up to our assistance.

Our last meeting in the new Masonic Hall was fairly well attended. Our officers for the ensuing year are as follows:

Chief Telegrapher—S. C. Charters.
 First Assistant Chief—M. R. Welling.
 Second Assistant Chief—J. S. Henderson.
 Past Chief Telegrapher—G. B. Burnett.
 Secretary and Treasurer—M. McCarron.
 Marshal—C. S. Bulmer.
 Inside Sentinel—R. W. Scribner.
 Outside Sentinel—R. S. Murray.
 Delegate to Grand Division—S. C. Charters.
 Alternate—G. B. Burnett.

Bro. G. B. Burnett, who has so ably and acceptably filled the position of Chief Telegrapher since the organization of our lodge in 1894, was presented by the members of the division with a very handsome O. R. T. pin. Bro. Burnett was much taken by surprise by this manifestation of good feeling, and thanked the brothers very heartily for their handsome token.

Committees were appointed on several matters pertaining to business of the division, to report at our next meeting.

Business is very good at present on the I. C. R., and the boys in all branches of the service are feeling comparatively happy.

More anon,

Div. Cor.

Northern Pacific.

Montana Division:—

The Northern Pacific is not dead nor sleeping; converts are coming into the fold every day, and it is only a question of time until we shall enjoy our own again, and we all hope to be a scheduled road again in the near future.

News is somewhat hard to get, but if the boys will help out and send me a few items I will get them together and forward to headquarters.

C. J. Carlson is still sojourning at Chestnut, nights, as Frankie still continues her pleasant smile.

P. M. Abbott, one of the war heroes of early days, and a pioneer in the Order, is still holding Muir down, days. Otto Lemm, a younger though stalwart member, is the night man.

E. R. MacKenzie, late of Logan, nights, is resting up on Winston, nights, and gets quite abusive once in awhile as there are a few switch lamps to attend to at that place.

J. N. Bacon has been transferred from Logan, days, to some point on the Rocky Mountain Division.

B. E. Smith, from Livingston, days, is now learning station work at P. P. Junction preparatory to settling down for good, at least so it is reported.

C. A. McCune, late chief dispatcher, resigned his position last month and has left for the East to accept a better one. C. A. M. was a very just and impartial man to every one, and we wish him success in his new field.

R. M. McCloud, night chief, now wears the toga, and is shifting his men around to different quarters, but so far few complaints have been heard, and we anticipate he will make a good man in the place.

Frank Coleman, one of our main supporters on this division, is night ticket agent and operator at Bozeman. J. S. Schafer is the day ticket agent and operator—both good Order men.

Livingston has had such a shaking up since the double set of dispatchers were put back that your scribe knows neither the day or night operator, or whether or not they are in the fold.

C. S. Haynes has resigned from Logan, days, and is to leave for the Coast in a few days to take a position near home. All are very sorry to see him go.

W. Rowe is now agent at Clancy on the Wickes Extension, a well-deserved promotion.

J. H. Carmy, from Townsend, nights, is now agent at Sappington, on the Butte Line. Mr. Carr, of St. Paul, relieving him.

H. Bryson is holding down P. P. Junction, nights, and is also required to do a great deal of expensing together with his telegraphic duties.

Business is picking up on our division and several new men have been sent out to us from St. Paul. Get after them, boys, and if they are not already members, get them into the Order.

Dan Holland, lately of P. P. Junction, has resigned and left the service.

Townsend is soon to have a marriage; at least we have been informed that one of the force has reformed and means to settle down next month.

Several of our future presidents on this division ordered a twelve-volume work on the various duties of their profession edited by Vice President Kirkman, of the C. & N. W.

O. J. Moulton, night operator for Whitehall, is now agent at Homestake.

C. A. Arnett has accepted Laurel Station, and will leave Winston for that point in a week or so.

Two new men at Logan. It begins to look as if there is something wrong somewhere at that place, as men are getting let out there too frequently.

Z. I. TqWGZEYFZ.

Baltimore Division No. 17.

Our division was regularly opened for business by First Assistant Chief Telegrapher Coniff, Thursday evening, April 20th, with quite a respectable number in attendance. All officers were present except our worthy Chief, who is, I am informed, way down on the farm, and Inside Sentinel Fitzpatrick. Bro. Shaven presenting himself for initiation, the ceremony was gone through with, with much eclat and satisfaction to the members present. We are always glad to receive new members into our fold, and hope that the good work along this line will continue indefinitely. Let us all be on the alert and exert ourselves individually to secure all the good, available material within our reach. Attend the meetings on the first and third Thursday night of each month and thereby encourage the officers in the work which is of such vital interest and importance to each and every one of us. Anything that is worth possessing is worth striving for. There is no reason why we should not have the banner division of the organization.

To the B. & O. boys especially I would say, come to our meetings if you desire a new schedule and talk the matter over for the "good of the Order." We will do all we can to make your visits profitable and pleasant.

Fraternally yours,

"C. H. B."

Wheeling and Lake Erie Railway.

I have been watching the Journal very closely of late to see what the W. & L. E. boys were going to do, but I have been unable, as yet, to see even a line from any of them. While I am only one out of one hundred operators on our line, and, in fact a pretty small one at that, I am anxious to see the boys in the "valley" do something, and I am right here to do my share; perhaps it may not be much, but, boys, its the pennies that make the dollars, so let's get started and begin at the bottom.

Why don't some one give that man "DO" a start. He can write a letter, and I am very much inclined to think one that would be of benefit to the boys, if not to the Order. Come, "DO."

Yours in S. O. and D.,

"NX,"

— . . .

From C. C. & S. Ry.

As I have never heard anything from this road through THE TELEGRAPHER, I will now try to say something for the benefit of the boys here. To the best of my knowledge I am the only O. R. T. man on this road. If there are any others I have never heard of them. So, you see, I have a large field to work in. I will not attempt to give any names of non-members, as I have not as yet learned them, but may be able to give a list of names at the next writing. I think, with the help of some of the brothers on the roads nearby or with the help of an Organizer we may reap good results. I want to do something for the O. R. T. and take this way of letting you know that there is one up-to-date member on this pike. If there are other members on the C. C. & S. who may see this I would be glad to hear from you through THE TELEGRAPHER in regard to organizing the road.

I guess I will cut out and await results. I remain,

Yours in S. O. and D.,

CERT. 2689.

B. & O. S. W. Ry.

It is very seldom, when perusing a daily paper, that we don't read of a large number of capitalists, interested in mills, mines, etc., who have pooled their interests into one gigantic monopoly, called a trust. We may wonder why this is done; undoubtedly, it is done to protect each other from ruinous competition, and, perhaps, take a "slice" off an employees wages occasionally, to let him know they have a perfect right to do it.

When a non-member refuses to become a member of his organization, after seeing how capitalists have joined hands to protect themselves, there must be something radically wrong with him near the cranium.

You "nons" and "exs" of the O. R. T., who are teaching students, will awaken some day, and see where you are doing yourselves and the Fraternity in general a great injury. But, alas! it may be too late when you have no position, and cannot get one; then you will realize the great injury you have done to yourself and other operators. Do you think for one moment, capital would combine to govern the

"out-put" of the mills, etc., if it did not make it possible for them to control the prices, so they receive a large profit? Now, if capital does this, why will you not stop, near as you can, the "out-put" of telegraphers?

If this was done, I "opine" the day is not far distant, when operators would be getting the wages of a skilled mechanic, as they should now be drawing.

Here are a few notes from along the line, after leaving the Cincinnati Division, West: At Lovell, on the Louisville Division, Bro. Dixon is agent, Bro. Roy Swarthout, "owl;" Bro. "D" is off on account of sickness; Bro. "S" is acting as agent, Mr. "Chub" Stafford, "nites," Deputy, Bro. Cogswell, agent; at Blocher, Bros. Blocher and Copeland are in charge; at Lexington, Bro. Loftus, the old reliable, is agent; at Otisco, "Prof." Wood and students endeavor to do the agent's work, Bro. Funk is "owl;" at Charlestown, Mr. Aviston, agent; do not know if he is a member or not; at Watson, Bros. Weir and Roller; at New Albany, Mr. Conway, days, and Mr. Hunt, nights; "RX," Louisville, Bro. Dobbins.

Boys, remember the banquet at North Vernon, the third Saturday night in May. Come with your wives and sweethearts, and have a good jolly time.

"R. E."

Cert. No. 76.

Pittsburg Div. No. 52.

This division met in regular session Saturday, April 1st; the majority of officers being present at roll call, the vacancies caused by absentees were easily filled by our worthy Chief, as we had an unusually large attendance, giving him plenty of good material to select from. Representatives from nearly all the railroads were present, the Baltimore and Ohio being especially well represented. Minutes of the previous meeting were approved as read by the Secretary. Pointed talks were given under the different heads of business by Bros. McDowell, Barber, Hare, Eakin and others. It is a rare case when these boys have to be called to order for getting off the question. Resolutions were adopted and favorable action taken in the work of getting the boys into line, and also the importance of attending the regular meetings was strongly urged upon the boys by Bro. Barber and sanctioned by all those present. This is, of course, right. The writer can truthfully say that it is to the interest of every member to attend the meetings as often as possible, in order to keep in touch with the work of the division, and can further say that there is no place where the boys will be made more welcome than there; therefore, boys, we ask you to turn out at the next meeting.

Bro. Seifert, who has been on the sick list for some time, is reported working again.

Our worthy Inside Sentinel was excused for being absent for three successive meetings. His excuse seemed to be somewhat mixed, the difficulty being either with his boarding Mrs. or the train service to and from his boarding place. However, as soon as the boys learned there was no competition, either in the boarding business or transportation, they gladly excused the brother. To sum it all up

the meeting was an interesting one throughout, and closed about the usual time. All present enjoyed themselves hugely.

In S. O. and D.,

Div. Cor.

NOTICE TO MEMBERS.

Charges have been preferred against a member of this division for unbecoming conduct, and the Chief Telegrapher has appointed Saturday evening, May 20th (the date of our regular meeting), at eight p. m., as date for trial. You are all requested to present yourselves at the meeting of this division on that date.

(Signed) J. W. BARBER,

Secretary Div. No. 52.

2524 Frazier st., Pittsburg, Pa.

St. Louis and San Francisco Ry., Div. No. 32.

Nothing appeared in the April issue of THE TELEGRAPHER on account of the Division Correspondent waiting to hear from the brothers on other divisions regarding changes and so on, but I will try and be with you regularly from now on however so little.

Mr. C. N. Martin has been transferred to Chouteau avenue, nights, relieving Bro. Rosenhaber, who goes to Rolla, nights.

Bro. N. A. Kinney has been recently appointed agent at Rolla, vice Mrs. L. G. Winters, deceased.

Bro. J. H. Morris, former night operator at Rolla, succeeds Bro. Kinney as day operator.

Bro. C. R. Chenowith has been taken from Beaumont, nights, and installed as night owl at Monett.

Bro. N. B. Smith has been sent to Cherryvale, nights, regular. Bro. B. E. Walker, of Vinita, is taking a much needed rest for a few weeks.

B. C. Mills, agent at Augusta, was called home by wire last week, announcing the death of his sister at Boonville, Mo.

Night offices at Valley Park and Marshfield, after having been open for thirty days have been closed, and Steve and Walker are doing as before, working nights again.

Bros. Baynham and Stevens are making preparations to attend the convention at Peoria, May 15th.

K.-C. boys are lining up, and we expect to have the line solid before July 1st. There are yet a few nons on the line, and one and all should consider himself a committee of one to write or see them and explain to them the merits of the O. R. T. and bring them in.

Yours in S. O. and D.,

Div. Cor.

Big Four Div. No. 37.

Bro. Bettis, Organizer for this division, has been among us, and well may it be said of him, "Well done thou good and faithful servant." He has shown us the way thou wouldst have us go, and I am led to hope the greater portion of the boys on this division have followed therein, but as must always be the case, I hear there are some few laggards waiting to see how things go, ready to share any benefits derived through the Organization, but depending on the energies of others to make the battle. I think every member (and "nons" as well)

will agree with me in saying, if there is any field wherein good may be done, it is with us.

As I have been in the ranks but so short a time, I have not yet learned how many have remained as "lookers on," but trust there are but few. In order that we may not remain in the dark, as to who is doing his part, I will be pleased to hear from you in next month's TELEGRAPHER, should this escape the waste basket, and come to your view.

CERT. 214.

Cincinnati Division;—

I understand that some of our members on this pike are complaining that we are moving too slowly. This is a mistake. I think we are going ahead as rapidly as could be expected under the circumstances; in fact, the progress we are making is very gratifying. Our Secretary informs me that we now have in the neighborhood of 300 members, and that good work is being done on all divisions of this great system.

I am informed that Bro. J. F. Swain, who made such an efficient acting general chairman, has been chosen permanent general chairman, and it goes without saying that the work of our Secretary has been entirely satisfactory, and that he will be selected by the General Committee as its Secretary.

Now, boys, let us get down to business right. There is much to be done at all times, but when we consider that we are working for the good of others as well as ourselves, and that we have an Organization of which we may justly feel proud, what little work we have to do seems a pleasant task. I for one am willing to do my part, and intend to do it. Why not designate some member, who is a good writer, on each division of the road to send the news every month to the general chairman or Secretary and have it forwarded to Bro. Perham, the Grand Secretary for publication in THE TELEGRAPHER? I am not much of a writer, but will see that all matters of interest on my division are reported, and hope that those on other divisions will do likewise. Now let us hear from some of the rest of you.

Div. Cor.

New York Div. No. 44.

On Friday evening, April 14th, this division held one of the most interesting and largest attended meetings since its re-organization, no less than forty-five of its members and visiting brothers being present.

The meeting was called to order at 8:30 p. m. by our worthy Chief, Patrick H. Enright. All the officers were present, and the opening ceremony was conducted in a manner which was a credit to all.

The minutes of the previous meeting were read and approved.

Five applications were received, and having been reported upon favorably by the Investigation Committees, a ballot was taken, and they were unanimously elected members of Division No. 44. One brother was admitted by transfer card from Division No. 118.

Two candidates being in waiting they were brought in and initiated, after which a recess of ten minutes was taken for congratulations and refreshments.

On resuming the regular order of business, Bro. P. H. Enright, C. T., introduced Grand Chief, Bro. W. V. Powell, who was present, and invited him to fill the chair, which he did during the remainder of the evening. Upon a request for a speech Grand Chief Powell addressed the meeting at some length upon the condition of the Order in general, and this division in particular. His remarks were very interesting, and showed where we had made errors in the past and pointed to the way for success in the future. He informed us that he had approved of our contract, and also that the Grand Division would give us credit for the \$21.90 which was lost through the mails by a former officer of this Division. This settles a matter which has caused considerable ill-feeling for some time. Addresses were also made by the following: Bro. A. K. Gerry, W. W. Simpson, C. Roberts and A. S. Marsh, of Division No. 118; Hon. J. N. Weiler, of Division No. 131; Jno. B. Cardinal, Secretary and Treasurer, of Division No. 241; T. J. Stack, Division No. 30; M. C. Dougherty, of Division No. 241; Wm. McAndrews, of Division No. 30; R. E. Enright, R. M. Purcell and P. H. Enright, Chief Telegrapher, of Division No. 44, and others.

Bills to the amount of \$5.31 were ordered paid.

The matter of the refusal of a certain bond company to give their reasons for refusing to bond Bro. Langhorst, thereby debarring him from securing employment, was turned over to the Grand Chief for investigation.

Bro. Thos. Hawkins, agent at Amagansett, came 105 miles to attend this meeting, and it is hoped that other members will go to a little effort who do not live as far away as Bro. Hawkins.

A motion was made by Bro. Purcell, and seconded by Bro. Atkins, and carried—that a rising vote of thanks be given our Grand Chief and the visiting brothers for their kind remarks and presence, after which the meeting closed. It was past midnight when the hall was emptied, and it is to be regretted that any of our members were so unfortunate as to miss this meeting.

The second meeting for the month of April was held at our new hall, corner of East avenue and Third street, Long Island City. The meeting was called to order by Past Chief Bro. W. O. Jackson at 11 a. m., 21 members being present. The vacant chairs were filled by Bros. Purcell, Hinnershats and McEwen. Four applications were received, balloted upon and elected. One brother was admitted on transfer card from Division No. 118. Two candidates were initiated, and one brother paid his dues.

Numerous communications were read, and under good of the Order, several interesting remarks were made. The names of several delinquents were read and a plan of action outlined so as to induce them to place themselves in good standing. Those in arrears should remember that now is the time that we want the assistance of every member, and should show, by their willingness to pay up, a desire to assist in the good work now pending, the success of which depends upon the individual assistance of every brother. "United we stand, divided we fall." "In Union there is strength."

By the time this issue of THE TELEGRAPHER reaches you the Convention will have met. This Division will be ably represented by three dele-

gates, Bros. P. H. Enright, Chief Telegrapher; A. J. Atkins, Assistant Secretary and Treasurer, and J. F. Hinterleiter, Secretary and Treasurer, all of whom are well posted on the needs of the Order at large and this Division in particular.

All members of this Division are requested to attend the social meetings of the four federated Organizations, viz.: B. of L. F., O. R. T., B. of R. T. and O. R. C., which are to be held on Sundays, May 21, July 16, Sept. 17 and Nov. 19, 1899 at three o'clock p. m., and on Saturdays, June 17, Aug. 19, Oct. 21 and Dec. 16, 1899, at eight p. m. Subjects of vital importance will be discussed at these meetings, after which refreshments will be served.

After April 15, 1899, the B. of L. F., B. of R. T. and O. R. T. will hold their regular meetings at this same hall, corner of East avenue and Third street, Long Island City.

The O. R. T. meetings will be held as heretofore, on the second Friday evenings and fourth Sunday mornings of each month. Brothers, attend the meetings, induce other members to do so, support and encourage your officers, and success will be yours.

A. J. ATKINS, Div. Cor.,

1747 Atlantic ave.,

Brooklyn, N. Y.

Grand Trunk Railway.

Northern Division:—

We seem to be very dilatory with regard to the representation of our worthy Division. Boys, why is this? It is certainly not because of lack of interest, because I feel assured we are all interested, and each would be pleased to see some item each month from the Grand Trunk Railway, but one is always waiting on the other.

Everything seems to be running smoothly. The waters, which were somewhat troubled, have again assumed the calm which inevitably follows the storm. The agreement which was arrived at by the arbitrators, while, perhaps, not just as all would desire, was really a very good thing for a start. Numerous operators have received increases to the tune of five, ten, and, in some cases, fifteen dollars per month, and overtime. These men all think it is "the thing" to stand "shoulder to shoulder."

Some of us, it is true, have been "cut out," but we still live and trust for our brighter day to dawn, and, brothers, the day will come, always providing we stay together, because, you know, "united we stand, divided we fall," and, if we fall, it will be due to a great falling off in our membership. Nothing, we believe save a repetition of the Black Death, which resulted so disastrously to the population of London, Eng., a number of years ago, would cause it.

I think it would have been nice to have had a photograph of our worthy committee appear in our Journal. I have no doubt we all looked for it, but in vain. However, perhaps they will favor us upon the next occasion.

How encouraging and helpful it would be if a number of us on this "pike" would be enabled to meet at the Grand Convention about to take place in the telegrapher's "Mecca," but, since it is not possible to be present in person, our good wishes will go in our stead, and we know that with Br

Reynolds and Read at the helm of our bark, System Division No. 1 will be represented in an able and trustworthy manner.

We believe that great strides will be made in the direction of the perfection of our Order. Forward! is the watchword, and at the close of the meeting each will feel that it was good to have been there. Footprints will be made there —

"Footprints that perhaps another,
Sailing o'er life's solemn main,
A forlorn and shipwrecked brother
Seeing, shall take heart again."

Now, brothers, wake up. Let us see something regarding our "pike" in THE TELEGRAPHER each month. Remember the home news.

CERT. 181.

Twenty-second, Twenty-third and Twenty-fourth Districts:—

As nothing from this part of the G. T. R. has ever yet appeared in our worthy Journal, I thought it might be well to say a few words, just to let our brothers know that we are here, with our shoulders to the wheel, doing our little part to push the good work along.

First, we start out with Bro. Foster, agent at Branchton.

Mr. McCallum is agent at Galt, while Bro. Stewart, night owl from Park Hill, pounds the brass. Allow us to welcome you to this district, "J."

Mr. Somerville is operator at the G. T. Station.

At Preston, Mr. Adams is agent, and Mr. Gray is at Hespeler.

Bro. Lautenslayer holds down Guelph Junction, days, and Bro. Mackey is the owl.

Mr. Snyder is agent at Elora, and Mr. Johnson at Fergus, but Bro. Geo. Sutton is the operator.

Bro. Campbell, agent at Alma, says business is good these this year, and Bro. Westgate says the same thing of Goldstone.

Bro. Dick Sutton is the busy agent at Drayton.

Mr. Shea is the heavy-weight agent at Palmerston, Bro. Essery is day operator, and Bro. Morrison is the owl.

At Harriston we have the champion heavy-weight team for agent and operator — Bros. Guthrie and Goulding.

Bro. Faskin is the popular agent at Ayton, and Bro. Weppeler is the hustling agent at Hanover.

At Elmwood Mr. Richards is agent, and Bro. Clancy at Chesley.

Mr. W. B. Sutton is agent at Tara. I wonder what is the matter with Billy?

Mr. Leisemer is the worthy agent at Neustadt.

Mr. Elkerton is agent at Allenford, and Bro. O'Brien at Park Head Junction. How do you like meeting No. 7, Billy?

Bro. Harris is agent at Shallow Lake, and Mr. Dench is agent at Owen Sound, while Bro. Fawcett pounds the brass and waits for the late train. No overtime there.

Bro. King is the popular agent at Mt. Forest, and Bro. Ham at Holstein, while Bro. Tawner holds Durham hard and fast.

Bro. Laurie is agent at Hepworth, Mr. Tibeaud at Wiarton, and Bro. Smith works the key.

At Clifford we have Mr. Smith as agent, and Bro. Moore at Mildmay.

Mr. Goodier is agent at Walkerton, and Bro. Ray at Cargill.

At Pinkerton Mr. Prime is agent, at Paidley Mr. Robertson, and at Port Elgin Mr. Cameron.

Bro. Hogarth is our courteous agent at Southampton.

Bro. Bell is the agent at Milverton, Bro. Livingston at Millbank, Bro. Simmons at Gowanstown, and at Listowel we have Bro. Godfrey for agent and Bro. Stokes for operator.

Bro. Hyde, from Ethel, is agent at Attwood, and is succeeded at Ethel by Bro. Mitchell, operator, from Galt.

Then we have Bro. Kendall doing the heavy at Brusse's, and Bro. J. Collie is at Bluevale.

At Wingham Mr. Gordon is agent, and Mr. Martin operator. They say there is quite a change in the office hours at "NH."

At Lucknow Mr. Hayes is agent. Come along, Dan, old boy.

Mr. Graham is agent at Ripley, and Bro. Eagan at Kincardine.

Starting on the Twenty-fourth District, from London, we find Mr. Knight at Ilderton, as agent. Mr. Duplan at Denfield, and Mr. Vail at Centralia.

Mr. Knight is agent at Exeter, and Bro. J. J. Knight operator.

Bro. Harold is agent at Hensall, and Mr. Clegg at Kippen.

At Brucefield Bro. Rose is agent, at Londesboro Bro. Jeffery, at Blyth Bro. Hammond, and at Belgrave Bro. Sackridger.

Now, brothers, we have something to be proud of in our schedule, and, while it is not perfection itself, yet the same machine that made this one can make a better one. Let us now show our officials, by renewing our efforts for increased business, that we are worthy of all consideration we have received. At the same time let us take a firm stand to protect what we have secured, and not allow ourselves to be "bluffed" out of our rights.

I will now cut out, and may call again, if this does not prove more fit for the waste basket than the Journal.

Yours in S. O. & D.,

CERT. 116.

Baltimore & Ohio Railroad.

Philadelphia Division:—

The Order on this division is represented now by about ninety per cent., and applications of a few "nons" who are left are being filed in the different lodges at a nice rate. We will, no doubt, be solid in a short time; keep it up, boys; this is your only salvation. Keep at those "nons" who do not seem to realize the importance of organization, and you will convert them if you go at them in the right way and true way.

To the brothers on this division I want to say, give good service to your company and uphold your organization, and you are bound to get satisfaction. Better not talk too much O. R. T. on the block wire, or the first thing you know you have a "blue line" or "fast freight" train before you, and you know the consequences. Trains Nos. 546 and 547 seem to be the victims, and occasionally we hear the conductor put his delay in on "red block" at some

office. The signal, of course, would not work, there was something wrong so the operator could not throw it, or he didn't hear the engineer blow for the signal; the operator at the preceding office didn't report the train, and last but not least, the operator on which the delay rests did not know the train had left Philadelphia or Baltimore until the engineer and conductor knocked at his office door and inquired, "What you got for us?" Boys, while this does not happen often any more, it should not happen at all. Give good service to your company and you will always be doubly rewarded.

We are missing our relief days at this end of the division on account of Bro. Smith's illness and no one to fill his place. While we all get overtime for the two days we should be off, the majority of the boys would rather have the two days a month off. We hope Bro. Smith will soon be able to resume.

Our genial Bro. Swift, who held down the relief for the past few years, has been transferred to Mr. Maroney's office with a considerable increase in salary and shorter hours. Good luck to you, Bro. Swift, is our wish.

At West Junction, Bro. Miller officiates in day time, and Mr. McLaughlin does the owl. Bro. Miller is one of our old stand-bys.

At East Junction we find another pair of good O. R. T. men, Bros. Alrich and Howett.

Then we get to "BU," W. & N. Junction, and find Bro. Scott and Mr. Miller.

We then drop around the curve, and at West Yard find Bro. Frasher and Mr. Zaring. Too much cannot be said of Bro. Frasher, and we all know his past record—it is "O. K."

We now get to "DI" dispatcher's office, Messrs. Hartman, Center and Watson holding it down, and a better class of dispatchers could not be wished for. Messrs. Rowe and Kirk are doing the copying and Rowe is also doing extra dispatching in place of Hollingsworth, who is away on leave of absence.

Wilmington is held down by Mr. Smith and Bro. Hitch.

Then we get to Carrcroft and find Bro. Miller, and an extra doing the owl. Bro. Miller, who is well known to the majority of the brothers, is all right you know, and it is no joke.

Boothwyn is held down by Messrs. Miller and Franc.

At Felton we find Bros. Burroughs and Williams. Bro. Burroughs is another one of our old stand-bys, and we hope Williams will turn out likewise.

When we get to Chester we find Bros. McGowan and Burroughs. They both say they don't like the girls, but we don't believe it.

At Fairview is Mr. Fish and Bro. Balthis. Glad to see you get a regular position, Bro. Balthis.

At Holmes we find Bro. Hill and Mr. Kelly.

Then we get to Darby and find our friend and Bro. Battersby and Mr. Wolf.

At Sixtieth Street Bro. Maxwell officiates. There is no better.

At Fifty-eighth Street, Bro. Simons and Mr. Kirk.

Then we drop across the Schuylkill and at East Side we find Bros. Mahoney and Seibert and Mr. Bowers.

At Wharton Street, Bros. Powers and Overdorf.

At Locust Street, Bro. Smith and Mr. Swarr.

At Twenty-fourth and Chestnut Streets are Mr.

Reinhold, Miss King and Bro. Wilson, working hard.

Then we get to Race Street and find Bro. Jones and Mr. McClafferty.

At Park Junction Mr. McKean and Bro. Parish.

Down the Delaware Extension at Twenty-ninth Street we see Bros. Brannon and Uhler, and at Twenty-fifth Street Messrs. Lyttle and Delaney.

At Broad Street Bro. Williams, and at Swanson Street Bro. Christine and Mr. Fulton.

At the end of the line we find Mr. Gannon and Bro. Servis, which is at Commercial Avenue. Bros. Allen and Whitely are doing some of the extra at this end.

Changes in the East Side yard have been very frequent in the last eight months, but the bill seems filled at last, Bro. R. H. Tideman being appointed general yardmaster. Bro. Tideman has been conducting trains on the B. & O. for many years, and his enemies in the yard are few, and we hope his undertaking may be crowned with success.

Bro. W. T. Littleton is promoted to regular conductor in Tideman's place. Bros. Connor and Renie are promoted to extra passenger conductors.

Boys, come out to the division meetings. Don't miss next meeting, as some important matters may be brought up to interest you.

"AN EMPLOYEE."

Vandalia Line.

As far as I know, I am about the only O. R. T. man on this line, but am glad to inform the brothers that it will not be the case very long, as I have three or four applications promised for next month, and by their help expect to secure as many more.

There are a great many boys over here who would gladly become members if they only had some one to explain to them the benefits to be derived from the Order. As soon as I hear of any of the boys expressing such a desire, I get right after them, and send them literature, and have them write me and say what they think of it, and I explain the best I can by letter the benefits of being an O. R. T. man. As soon as I get one member I put him to work after others who are out in the world, and try and point out to them the straight and narrow way to the throne of O. R. T.-ism.

Now let us hear from some other brother of the C. H. & D. System Division, No. 21, as I am a member of that Division, and would like to know what they are doing.

Hoping I may hear from some of you soon, I am

Yours in S. O. & D.,

CERT. 140, Div. 21.

Ashtabula, Ohio, Div. No. 36.

As our regular correspondent appears to dislike his duties, that of gathering a few breezy notes here and there, I have been asked to take his place and do the best I can. Not being able to attend the last meeting, I am not aware of what transpired.

Business had been improving on this, the Franklin Division, up to within the last week, but at present is falling off on account of the scarcity of south bound.

Bro. Topper has returned from Missouri and resumed work as night yard master at "BG," Ash-tabula South Yard, Bro. Roberts going to "AY," Ashtabula West Yard, and Bro. Riter taking a short vacation.

A change has taken place on the east end account Mr. Jackson, ex-agent, of Tyrrell, appointed agent at Reno, vice Mr. Smith, transferred to Williams-field, vice Mr. Bullard, resigned on account of ill health.

Bro. Snow accepts Stoneboro, days, vice Bro. Schofield, returning to Hubbard, causing Bro. Wad-dell to resume at Youngstown, nights.

Bro. Dellmin has been working third trick at "UY," Youngstown dispatcher's office, on account of sickness of some of the regulars.

Bro. C. A. Rood has been working at "VA," And-over, nights, but is down on the farm at present, having been succeeded by Bro. Humphrey.

Bro. Payne, the regular third trick man, was recently offered a position on the N. & W., but he declined after having visited that country. "UY" is good enough for "NX."

There are not many extra men on this division at present, and the prospect is good for steady work for all of them this summer.

I will not take up any more of your valuable space for fear I should be turned down in case of being called upon to act as correspondent another time.

CERT. 18.

A. T. & S. F. System Div. No. 23.

The General Committee met in Topeka, February 28th for the purpose of presenting a new schedule to the management, and completed their work on March 29th. As a copy of the schedule appeared in the April issue of THE TELEGRAPHER, it is unnecessary to go into details here.

We were accorded every courtesy by the officials, who spared neither time nor patience in an effort to adjust everything satisfactorily. We met the general manager and president in Chicago, after having failed to agree with the general superintendent in Topeka. Rules were agreed upon in Chicago, and a basis for increase of salaries was fixed, after which we returned to Topeka to complete the salary lists. We found the officials open to conviction, and every rule was secured by convincing them that our request was a just one.

Every member on the A. T. & S. F. should strive to show his appreciation of the cordial manner in which their representatives were received, and the readiness shown to grant all requests when the necessity and justice of so doing were properly explained.

While in Chicago we called, in a body, upon Dr. Boyd, whose article on "Telegraphers' Paralysis" appeared in a recent issue of the Journal. Dr. Boyd gave us a practical illustration of the application of electricity, each of us in turn getting into the chair and submitting to a roasting from the current at the hands of the genial doctor, and a different but no less embarrassing roasting from the rest of the gang. Dr. Boyd also showed us the practical working of the X-ray apparatus, in which we had an opportunity to gaze upon the bones in our own hands, the simplicity of the apparatus and

the facility with which the results are obtained was a revelation to all of us.

We also called upon Dr. Nickerson, in McVicker's Theater building, who also makes a specialty of electricity as a cure for numerous diseases, and were very pleasantly and profitably entertained by him, and shown the various ways in which the current is used for different diseases.

Thanks are due to the brothers in the general office and depot at Topeka for their many courtesies and the many efforts to make our stay pleasant.

E. DOWLING, Div. Cor.

New Mexico Division:—

"All Fools' Day."—We have just received a copy of our new schedule, and it is certainly gratifying to receive such a glorious and beneficial April fool.

The boys here are most all staunch O. R. T. men. We also have a few sisters not to be overlooked. But here and there can be found a "non," and we are trying hard to get them in line, and not have it said that we are paying dues to buy swill for a few swine.

We have a fine lot of trainmen here. The cons always have a pleasant smile and good word for the operators. One of our best is Mr. Davis, who has not made his appearance along the line for the past ten days. He is a first-class railroad man, and we hope to soon be greeted with "Phatty's" smiles as the little yellow caboose goes by.

SILVER SIDE,
Las Vegas, N. M.

Let us see how we stand on this division. Beginning with Marceline dispatcher's office, we have Bros. Dolan and Jordan. At the passenger station we find Camp A., "used to but didn't see the use," and Porter, a new man. We hope soon to show the first error of his way and start the latter on the right road.

At Bucklin we find Bro. Owen, the oldest man on the division in continuous service, as agent, who is always ready to spin a yarn about the Northern Division of the Wisconsin Central. Also, Bro. Bennett, who is holding down the night trick.

At Hart we meet Bro. Lewis, with his tales of hardships and narrow escapes he had while serving in Uncle Sam's signal corps, during the late Spanish-American war.

Next comes Ethel, where you will meet our amiable Bros. Nobetts and Windle. The latter better known as H. F.

At Laplata you will be met by the smiling countenances of Bros. Farrington, Blakely and McCollum.

At Biddle we find Bros. Townsend and Stockman.

Bro. Cleary we find at Gibbs, with his cheerful "gm" and "pm."

At Hurdland you will meet Bros. Beery and Smith, who will extend you a very warm welcome.

Here's Baring, where we meet Bros. Gill and Tillery, who are doing the day trick, while Bro. Davis is doing the night shift.

At Rutledge, Bro. Wright does the day work, while Bro. Golden does the owl act.

At Gorin we have Geary, another "used to be," and we hope soon to see him at the front again.

Now comes Wyaconda, where we meet Bros. Parsons and Young, who are doing the act days, while Bro. Settle does the night act.

At Medill we have Bros. Hoyt and Que. Bro. Hoyt relieving Bro. Woodward, who accepted a position in New Mexico under Mr. Hurley.

Revere is a telegraph school. It is needless for me to say by whom this school is run. Students and block service don't go, so schools pay poorly now.

Dumas is managed by Bros. Brown and Fogerty.

Argyle comes next, with Bros. Griffith and Hancock.

At Nixon we find our old friend, Bro. Messick, with his familiar "MS," with Bro. Sweet working the night shift, while the hoot owl's keep him company.

Last but not least we come to Fort Madison shops, where you will be graciously received by Bros. Gates, Mann and Daddy Greer.

Div. Cor.

New Mexico Division:—

Bro. Millikin has been transferred from Earl to Timpas, nights, and Bro. Weathers from Timpas to Bloom, also nights. Bro. Sheppard now fills the agent's chair at the latter place.

Bro. Rynerson has resigned as agent at Earl, and is succeeded by Mr. J. F. Wray, an old Santa Fe man back to his first love.

Bro. Gibson, of Trinidad, has gone East, and is relieved by Bro. Cochran.

Bro. Fanning, from Thatcher, takes the night trick at Trinidad, and is succeeded at Thatcher by Mr. Breeding.

Bro. Lonergan, agent at Morely, has gone East on a vacation. His office is being filled by Mr. Mason.

Bro. Elliott and his estimable wife continue to guard the tunnel at Lynn to the satisfaction of everybody.

Bros. Youse, as manager, and Ziegler and Johnson, days and nights, handle Raton.

Bro. R. M. Black has resigned the Dillon night job, and is relieved by Mr. C. M. Jennings, lately from the "Q."

Mr. E. W. Gaston, who contracted small-pox at Lamy some time ago, is now at Dorsey, nights. We sympathize with Mr. Gaston in his hard luck, and congratulate him on his recovery.

Bro. Slagle now holds down the office at Maxwell City, nights.

Mr. Davis has relieved Mr. Jenkins as night telegrapher at Springer.

Tipton is filled by Messrs. Bigelow and Wilcoxon, and Onava by Bros. Kelly and Williams. All four of these boys have to bach, and are accused of keeping open house for any of the boys who pass their way. By good, hard drilling you can take breakfast with one and supper with the other.

Bro. Stauffer, lately knights at Blackwell, has resigned and gone South; relieved by Mr. Leyden.

Bro. Whitcomb has been promoted from Rowe to Glorieta, nights.

Rio Grande Division:—

Bro. Chase has resigned position of day operator at Las Cruces, and has gone to California. Bro. Chase was one of the oldest men on the Santa Fe in this part of the country, and we are sorry to lose him.

Bro. Knightlinger, who relieved Bro. Dowling, at Albuquerque, during the session of the schedule

committee, is now at Engle, nights, regular. We understand there is small-pox at Engle, and Fatty had to get vaccinated in two different places. It was feared one application would not cover all of him.

We understand Bro. Hood, of Silver City, days, is laying off, but have not heard who is relieving him.

In order to make a success of the division correspondence it will be necessary for every brother to advise his Local Chairman, or the Division Correspondent directly, of all changes, also of all items of interest, so that our monthly letter in THE TELEGRAPHER may be, as nearly as possible, an exact record of all transfers, resignations, etc., on the road. It is hoped that every brother will interest himself in this matter and endeavor to make the correspondence from Division No. 23 interesting to all of us.

Our new schedule is now in force, and it is proving itself of great benefit on every division, and will in a very short time demonstrate its great superiority over the old one.

Div. Cor.

Erie Railway Div. No. 42.

Delaware Division:—

Members of this Division take it for granted that the operators need no further information as to rules and regulations of the Order, and its benefits, if proper organization can only be had. The thing now necessary to securing the rights which were long ago attained by the Engineers, Conductors, etc., is that the boys join the Order, and the low rate of initiation fee being still in effect, ought to bar no operator. Will you not take advantage of this, and aid in the good work? Success means that you will be repaid in many times.

The Erie system is in excellent working order, and there is no reason why the Delaware Division should take a back seat while other Divisions forge to the front and attain the benefits which accrue to thorough organization. We are part of the Federation, and thorough work on our part is certain to be recognized. Let us work for our mutual well being and the promotion of the general welfare. We are making progress, perhaps slowly, but none the less surely, and we need the aid of each operator to help promote this progress. Now is the opportunity for success, and if the operators fail to take advantage of it they will have no one to blame but themselves if the Organization goes down and the schedule is abrogated.

We have a nice new tower at "RJ," and Bro. Kane and partner handle the sixteen levers to perfection.

Bro. Schafer, of "XC," gets promoted to extra work at "BQ," and twice as much work, and at the same pay; that's the promotions the operators get on the Delaware Division.

We are going to send an inspector to examine Bro. Coughlin's license to see if he is capable of running the pumping station at Lackawaxen. There is another promotion with extra pay? I don't think.

Bro. Maillet, of "KQ," has been rather quiet since he took unto himself a wife. We wonder if he has lost his nerve.

Bro. Calkins, of Schohola, no doubt thinks the operators here are way behind the times since his trip from Marion. Well he may, too.

Bro. Madigan, of "KB," has developed a magnificent tenor voice since his visits to Hawley and the members of the Episcopalian Church Choir.

Bro. Stratton is about on the verge of despair trying to urge the boys into the Order, and have them work for their own honor and promotion.

CERT. 153.

Mahoning Division:—

I fully agree with Bro. "Alpha Omega's" remarks on the Sunday question. Let us quit agitating for Sunday relief and work for one day off in seven. We can get this quicker than Sunday rest.

Bro. T. A. Murphy was off April 3d to perform the duties of election clerk, and was relieved by Mr. P. C. Davis.

Mr. Ross, operator in the general office, is off sick. Bro. T. A. Murphy is working in his place. Bro. F. H. Robinson relieving Bro. Murphy at "CS."

Bro. V. J. Beaumont was discharged by Supt. Donaldson, on April 7th, it is said, for using railroad company stationery for Order business.

Mr. P. C. Davis worked in the Cleveland freight office April 7th, and Mr. H. C. Morgan began to work there on April 8th, and, I understand, has the office regular.

Bro. F. H. Robinson gets "HD" nights, but on account of Bro. Murphy working in the general office, Bro. Robinson is relieving Bro. Mu. at "CS," and a Mr. Cull, from Warren, is working nights at "HD."

Mr. F. H. Kelly is working nights at "AV," vice Bro. F. H. Robinson.

Bro. E. E. Pratt is off sick, being relieved at Mantua, days, by Bro. J. B. King.

Mr. T. J. Aylward, who is working nights at the Cleveland shops, has accepted a position with the agent at Wilson avenue, as clerk, being relieved by Bro. W. L. Butten. We understand Mr. Aylward will soon return to his "telegraf" job, not liking the work of a clerk.

Mr. R. Pitcairn, after many years service with the Erie Railroad Company as bill clerk at Sharon, Pa., resigned to accept the position of Purchasing Agent of the Sharon Iron Company at Sharon, Pa., Mr. O. L. Cline, operator at Sharon, taking Mr. Pitcairn's position as bill clerk.

Mr. W. W. Cartwright, day operator at Ferrona, goes to Sharon.

Bro. A. J. Beattie, working nights at Ferrona, takes the day trick, and Bro. E. B. Case takes the night position.

Bro. A. J. Beattie, working days at Ferrona, was obliged to go to his home at Transfer, Pa., on account of sickness, being relieved by Bro. E. B. Case, day operator, with Mr. Earl Parker, who is on nights.

Bro. W. M. Jones, night operator at Niles, was in Sharpville calling on his best friends.

Bro. G. A. Blair, West Austintown, Ohio, was appointed chairman of the L. B. of A., for this Division, vice Mr. V. J. Beaumont.

Bro. G. A. Blair was relieved at Austintown by Bro. W. M. Jones in order to attend the meeting of the general committee at Cleveland, Ohio, on April 24th and 25th.

Our General Committee, consisting of Bros. W. Clancy, J. Lynch, C. N. Aldrich, J. W. Tynan, G. A. Blair and S. E. DeWitt, accompanied by Bro. V. J. Beaumont, enjoyed a very pleasant evening at a "smoker" given by the Federation in B. of L. F. Hall on the evening of April 24th. The meeting was very instructive and entertaining, and it is the intention of holding more of them in the near future. Bro. T. A. Murphy acted as chairman of the meeting. Let all O. R. T. men who can, attend these meetings and help the good work along.

Bro. D. H. Morris took a flying trip to Cleveland on April 25th, in order to get acquainted with the members of the General Committee.

Yours in S. O. & D.,

CERT. 1.

Cincinnati Division, East:—

Relief Agent Wells, of South Akron, night operator, is working elsewhere for different agents. Ex-Operator Bringolf is filling his place.

Bro. McConnell, at Sterling, day operator, is laying off on account of his wife being sick. Bro. Knox, with Extra Operator Howard, is filling the day job, while Bro. E. H. Mayer works nights.

Night Man Winters is filling the position at Creston in the daytime; we presume, permanently. Bro. E. W. Post is on nights.

Bro. J. F. Smith, agent at Polk, spent a few "pleasant" days attending court, Ex-Agent Wells relieving him.

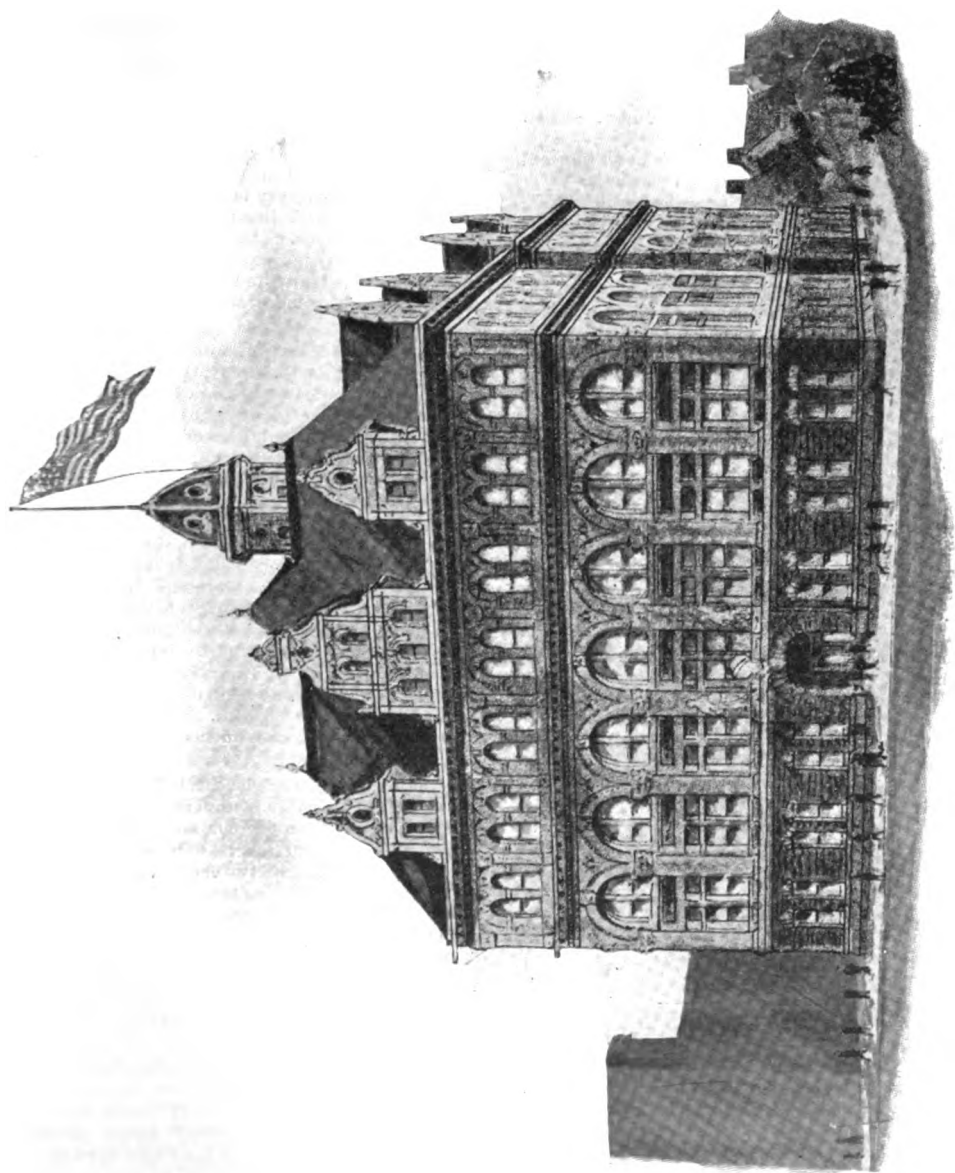
We all remember "Banty" Davis (Bro. F. L. Davis) who, while working at Polk nights, resigned and went on the B. & O., but we all did not know that he was such a terror to evil-doers as the dispatch of April 22d to the *Toledo Blade* from Defiance, Ohio, says. Bro. Davis was quietly enjoying the Spring Summer evening, in his old arm-chair, with the office door partially open, when in walked Mr. Hobo. "Hands up," came the startling cry, as Bro. Davis looked into the muzzle of the hobo's face (as the dispatch says nothing about what weapons he carried), he immediately grabbed a nearby pistol and Mr. Hobo said "good evening," and briskly walked away. During this time Mr. Hobo had a pal who was quietly removing a penny-in-the-slot gum machine out in the waiting room, and as they both ran away with the gum machine, chawing away, Bro. Davis gave chase with his trusty pistol, overtaking them, and compelling them to give up the "much needed" machine. They boarded a passing freight and "disappeared in the gloom of the night," not until Bro. Davis' trusty pistol "rang out in the midnight air" four times, causing Klondike chilly blasts to race up and down the hoboes' spinal columns. We congratulate you, Bro. Davis, and you will excuse the writer, as he has just finished Nick Carter's "Bloody Ben, the Hero of Wailing Gulch."

Bro. J. S. Collier, agent at Pavonia, is on a vacation. Extra Operator Cassidy is working in his place.

Bro. Bivin is temporarily working at "SK" tower (Mansfield).

Bro. Owens, of Polk, night man, was on a vacation. Extra Operator Bringolf worked for him.

The list of non-members and student teachers of the Cincinnati Division will soon be distributed.



NEW CITY HALL, PEORIA, ILL.

and hereafter train men will know just who non-members are, and especially they can put the screw down a little tighter on the student teachers.

Bro. Moyer, of Mansfield, night operator, worked for Bro. Clancy, while he, together with other members of the General Committee, met the General Superintendent at Cleveland.

CERT. 71.

Chicago Division:—

Bro. T. G. Hartigan gets North Judson nights. He is a good man for the place.

We understand Bro. J. J. Myers goes on the mail trains in the near future to weigh the mails.

Bro. R. D. Wiley has left the road, having accepted a position on the Pennsylvania Railway.

We are glad to hear that H. D. McClelland is able to resume his duties as Train Master, G. K. Jeffries resuming as Chief Dispatcher.

Bro. W. H. Coyle has Fourteenth street, Chicago. "B" knows a good thing when he sees it.

Bro. W. L. Abbott worked a few weeks at Hammond, nights, Bro. Britton holding "HY" Tower meanwhile.

L. F. Fuller has been transferred from Griffith, nights, to Palmer, as night operator.

We were able to report two "professors" on this Division, but one of them depended on his student to awaken him at the proper time. The train got by both of them. The "professor" took orders for it, and then concluded that it would be in order to wire his resignation. Brothers, what do you think of men who were once members of the O. R. T., and at this day and date will offer for an excuse, that they object to the protective clause in the Constitution! We know of three such men on this Division. Two of them are "ex-professors;" the other one enjoys that title at present. How these fellows can look a union man in the face is beyond my comprehension. It must require "bras" in solid chunks. I presume they have a few more relatives to teach. If their argument is tenable now, what fools they must have been when they first joined the Order. If they think they will curry favor with the company by standing out against the union of their craft, they are badly mistaken. Any official with the least bit of regard for his men will honor an employee who has the manhood to protect his calling, and they know if he is not loyal to his fellow-men, he will not be to the company.

CERT. 17.

Philadelphia, Pa., Div. No. 30.

The Grand Convention is about to assemble and many good things are looked for from the delegates before adjournment of the session. Each and every delegate knows his duty. Each one has been chosen by the individual members, and they are expected to work to the best interests of the organization. All of the delegates should stand solidly together as one man—like men, and for the men whom they represent. On this score we now say *au revoir*.

Of the past month, little of importance is to be related. On the conclusion of business at the last division meeting a few of our boys, upon invitation, called in the neighborhood of Fifth and Green streets and spent a pleasant hour among Brother-

hood men at their ball, given in the name of the "Railway Employee." It was an agreeable surprise to find so many P. & R. men taking an active part. It was then learned that the B. of R. T., the O. R. C., the B. of L. F. and the B. of L. E. are in excellent shape and almost solid on that system. This may be news to many, but it is true nevertheless. A pleasant chat with a number of O. R. C. men, who were in the majority on that evening, gives emphasis to the statement.

Now for the O. R. T. We have not got as many operators as we should have from that line. Who can remedy this defect? A talk with a P. & R. operator lately, at a business point, elicited the fact that every day in the year he is compelled to toil. To ask off or report off duty for one day meant the loss of at least a week, as the extra man invariably gets his orders in this way. Vacations and even passes would be a luxury to these, our fellow-workmen. This is a very moderate illustration on this issue.

What might have been a more serious accident occurred on the E. R. R., Friday, the twenty-eighth, when a car on a section of train No. 78 from the south came in contact with signal bridge No. 1, at Seventeenth street, the bridge entirely collapsing and altogether derailing the rear car. Happening in the early morning rush of trains, it was necessary for a short time to unload trains at the abandoned passenger depots, Thirty-second and Market streets and Thirty-first and Chestnut streets. The car was D. H., and but for a slight shaking-up of a couple of the crew on board, the affair was altogether miraculous. The falling of the structure completely demolished eighteen route signals. These were, however, temporarily replaced before noon by dwarf signals. The system in service is electro-pneumatic, and the skill displayed in repairing the break was wonderful. This was a grand initiation for Mr. Emmons in his new position as supervisor of signals.

On the first of April a reduction in force was made that affected a number of towermen on the Elevated Road. At "A" tower one man was transferred to "N," and four others were affected by a change of tricks. At "B" two operators (assistants, covering six in the morning to midnight) were withdrawn, and their duty, keeping of trainsheet, discontinued. At "N" two men were affected by change of tricks. At "K" tower the two levermen, covering six in the morning to midnight, were also removed, leaving this work to be done by the operator on duty. This is the only mechanical machine on the Elevated, and is at the junction of New York and Philadelphia Divisions. Up to the present time six men, practically speaking, are on the extra list on account of the change at this point alone.

John J. Murray, who for the past seven or eight years has been operator at "WP" (superintendent's office, Philadelphia Division), died of consumption, Saturday morning, April 29th. His bereaved wife and small family have the heartfelt sympathy of his fellow-workers.

The representatives from Division No. 30 to the Grand Convention in Peoria (at this writing) will be Bros. P. D. Sell and Jas. A. Donohue.

The last meeting of this division was a rattling success. Almost every seat in the room was filled.

During the entire evening no one could say he was grievously offended at any of the questions which were discussed, the established policy of the division being to steer clear of friction, implant a manly feeling and good fellowship. Much business was handled and much left over. A recess of ten or fifteen minutes was allowed, when all present registered their names and lighted a good cigar on Division No. 30. Quite a number of visitors were present from Division No. 4, and Bro. Frashier, of Division No. 58, was also present. Bro. F. gave a short address and business of interest to the B. & O. boys was discussed in reference to General Committee work, assessments, etc. Request for transfer of Bro. J. M. Wilson to New York Division No. 44 was granted, and on motion it was the unanimous sentiment of the members present that an appropriate set of resolutions be drawn up and presented to Bro. W. Accordingly, a committee of five has presented same. Bro. Wilson is an old member of Division No. 30, and was formerly Chief Telegrapher. It was decided that our next meeting would be held Sunday morning at 9:30, May 7th. This action being taken on account of unfinished convention business. The regular stated meeting on the third Friday will possibly not be held this month. Two new members were admitted and insurance applications received. A new charter with beautiful gilt ornamental work frame now decorates the division room wall. Talent was in abundance during the evening. Adjournment was taken at 11:30 p. m.

On account of the heavy rush of business in "S" office it was found necessary to replace the extra man who was withdrawn the latter part of March. Bro. Buckley is working the trick temporarily.

Bros. Meek and Campbell have resumed their regular tricks in "S" office.

Bro. W. E. Hoopes has been working the one to ten in "S" office for a few days, owing to Bro. Campbell's absence, due to sickness in the family.

Bro. J. K. Osmond is working from three to eleven at "K," in place of Doran.

For lack of space must leave out notes abundant, among same is reference to Bro. Hoopes' recent trips to Sadsburyville — ?

Yours in S. O. and D.,

Div. Cor. 169.

Union Pacific Railway.

Third and Fourth Districts:—

Secretary and Treasurer, R. R. Root, was transferred from Pine Bluffs to Wood River, as agent; day operator Geo. W. Weinhart, from Julesburg, succeeded Bro. Root as agent, with Opr. Bowen nights.

Opr. J. W. Abbott was transferred from Pine Bluffs, nights, to North Platte, for a few nights, when he was checked in at Potter, as agent, on account of agent Tomilson having a two weeks' vacation. Hope Bro. Abbott will teach Tomilson's student to stay away, which we know he will.

Bro. Whitely, at Ogallala, is laying off, Bro. Stewart, from Lexington, relieving him.

Opr. Arbutnot relieved Opr. Rydberg, at Chap-pell, Rydberg relieving Opr. Pierson, at Sidney, on account of Pierson going on days.

Day operator Boss, at Sidney, relieved Bro. Weinhart, days, at Julesburg, Colo., on account of Bro. Weinhart being transferred.

Opr. Charlie Cox worked a few days in the dispatchers' office, Bro. Anderson laying off.

Business is on the rush, gravel has started to move, and two trains, ten to fifteen coachloads of soldiers, are coming pretty regularly, all bound for Manila.

Opr. Rydberg, at Sidney, and Prior, at Potter, say their cards should be showing up soon, which sounds pleasant to the boys.

Agent Williams and Fatty Wigington, at Archer, are studying the Phillips Code; we understand they have applications in at the New York *World* and *Herald* offices. "Gxpvis."

There is but one non-order man on the second district at present to worry us, and we expect to keep on his coattail until we see the up-to-date card. "HX" has application blanks.

It will soon be time to pay your dues again, so don't forget to lay it by, as Bro. Root is ready, and sleeps with both hands out; his address is, Agent, U. P. R. R., Wood River, Neb. Put it down.

"SOMBRE."

Grand Trunk Railway System.

Toronto and Belleville Section:—

Not seeing anything from this or any other section in, the April number of THE TELEGRAPHER, I will endeavor to write a few lines and try to keep things on the move. I think someone might take the example set by our C. P. R. brothers. You will see them represented in every number of THE TELEGRAPHER.

In reading the schedule recently secured by the A., T. & S. F. R. R., in the last Journal, Article 22, reading "day telegraphers will be allowed one hour for dinner between the hours of 11:30 a. m. and 1:30 p. m. If dinner hour for any reason is not given, telegraphers will receive one hour overtime in lieu thereof." This would be a valuable addition to our schedule. At the present time we have to be content with fifteen or twenty minutes for dinner and sometimes not allowed to go at all. I think the company would give us an hour for dinner when they found out about the hour overtime. It is to be hoped the Schedule Committee will have this added to our schedule when it is renewed for the coming year. The boys have been moving around some lately. I will try to give you their present positions.

Opr. Amey is working at Sidney for a few nights in place of Opr. Ruddell, who is mourning the loss of his mother, whose death took place some time ago. We all extend our sympathy.

Bro. Potts, day operator at Trenton, has been away on a few well earned holidays. Relieved by Bro. Merkley.

Opr. Ruddell worked a few days at Murray Hill while Opr. Fox was attending court.

Opr. Anderson still holds down Brighton, nights.

Opr. Williams, of Port Hope, is off on sick leave. Relieved by Opr. Buller.

Bro. R. R. Bird is day operator at Bowmanville now, formerly of Whitby, days, Opr. Pearsall going

to Oshawa, days. Bro. Newson has been enjoying a few holidays, being relieved by Opr. Buller.

Opr. Coppin, formerly freight agent at Oshawa, is taking Bro. Bird's place at Whitby.

What about that new station at Pickering? And it puts me in mind that we have not received those cigars yet.

Bro. W. H. Godfrey has quit the railroad business and has secured the assistant secretaryship of the Y. M. C. A. at Toronto, Bro. Merkley taking his place.

Bro. Godfrey has since returned and is working at the same old place, Port Union. Harry couldn't make the beds up to suit 'em.

Bro. Jennings, agent at Darlington, is on the sick list. Relieved by Bro. Merkley. Hope to see you back again soon, Bro. J. With best wishes,

In S. O. and D.,

"SAM."

Cincinnati, Hamilton and Dayton Railway.

Cincinnati Division:—

An open meeting was held at Beckett's Hall, Hamilton, at 8 p. m., Monday, April 17th, and was fairly well attended, considering the short notice given. The meeting was an important one, as questions of great interest were taken up, and it was regretted that more members were not present to participate in the general discussion which took place. There were quite a number of "nons" in attendance, and no doubt they were set to thinking seriously by the remarks that were made during the evening, especially by those of Bros. John Sullivan and J. A. Coakley of the Federated Board. These two gentlemen did much towards making the meeting a success, and we hereby thank them for the interest shown in the matter. The D. & M. and the C. H. & I. Divisions were well represented, but the Cincinnati Division not so well, considering that the meeting was so near home. The meeting closed at 9:45 p. m., after arranging for the next meeting, which is to be held at Cincinnati, the date of same to be published later.

Now, boys, on the Cincinnati Division, let me exhort you to be a little more in evidence at our meetings. The boys from the other divisions make great personal sacrifices in order to attend far-away meetings, but the Cincinnati Division seems to be a bit apathetic when it comes to traveling. You are undoubtedly loyal, but you should manifest that loyalty in acts. I believe, now that Spring has come again, the boys on this Division will wake up from their lethargy and fall in line. My belief has foundation in the fact that we are receiving new applications right along, and that there is a general revival of interest shown. I fervently hope that all will rightly interpret the signs of the times and apply the obvious remedy.

We all regret to learn of the death of Mrs. Wenk, mother of our worthy brother at Guest St. John. You have our heartfelt sympathy.

Do not forget the ball at Lima, boys; a big turnout is expected.

D. & M. Division:—

Who said "we was'nt in it?" Solid O. R. T. from Dayton to Toledo. Those "ham" factories we for-

merly had are only known as a thing of the past. If you know anybody wishing to learn the art, tell them to strike the D. & M., with very heavy boxing gloves, as they may have to use them.

That brother at Sidney had better be careful some of those heavy trunks do not fall on his feet, or he will not be able to dance at our Lima ball.

At Lima we hear Bro. Bowers' familiar flist calling "CD." Boys, you all want to attend the ball, as he is to dance the cake walk. He will make a good showing, being a professional.

Our worthy Secretary, Bro. Moorehead, can be seen chasing up and down the road every day keeping the wires on the poles.

Now, boys, do not forget your dress suits for the ball. Cor.

Wellston Division:—

This Division is a solid O. R. T. Division, except the ham office at Washington C. H.

Barrett, at "JR," is preparing for the convention.

Bushwa, at "DY," is busy trying to break up the telegraph school at Dayton, located on Plum street. Another week will close the school.

Kelley says he will get his hair cut, then go to Peoria, May 12th.

Stephens, nights, at "RO." He states he cannot see anything in the daytime, but he will try and work for Kelley while he is in Peoria.

Welch, at "WD," is the father of a fine O. R. T. girl. She is two weeks old and weighs eighteen pounds. Congratulations, Charlie.

May and Cox, at "X," are faring well now, days. Henson, at "JA," is as happy as a lark.

Taylor, at "MD," says he is working quite hard every day.

Penland, at "A," has nothing to do but think and watch gravel trains.

Thomas is working days, and Toops nights at "AU." They inform us that strawberries will soon be ripe, and we will have a strawberry festival very soon at Austin.

Smith, at "F," says there is no organization like the O. R. T., so has joined us, and says he has come to stay.

The boys at "MS" belong to the B. & O. Division, but they should route the hams they are breaking in.

Shelton, at "CH," days, says he has no time to monkey; too much work.

Watson, at "CH," nights, is one of the sympathizers.

McNaughton is working days at N. & W. Junction, "XD." Says he thinks he will build a boat this summer and sail it on the Scioto.

Wagner is working nights at "XD." He is the same old boy, always ready to assist in anything that will benefit the boys and the Order.

Brown, the lineman, says he hopes there will be no trouble the eighteenth of May, as he must take in the O. R. T. ball at Lima. Hope you will have a good time, Harry.

Shields, at "HI," says the office will close in time so he can attend the ball. Come along, Ed.

Conkey, at "N," has plenty to do, the coal business being good, therefore, he has plenty of billing.

Fearon, at "B," says we have our meetings the same night he goes to see his girl, so he is unable to come down and talk.

Warneke, at "G," must be fishing nowadays, as I do not hear him on the wire.

Welch, at "V," is a little slow, but he is sure.

Everybody attend the ball, and let us have a good time. Yours in S. O. and D.,

DIV. COR.

The C., H. & D. System is now nearly solid O. R. T. There are a few nons scattered over the road, who are not in yet, but will come up soon. Boys, you do not give the matter very close consideration, You will find by consulting one of the brothers that an operator can not, very well, afford to be without an up-to-date card.

The insurance is a very fine thing, which every man should have, and is very reasonable. No operator should stand back,

For the benefit of the nons I want to say that at one time I was not in favor of becoming a member of the O. R. T., simply because I did not give it consideration enough to know that an operator should have some protection behind him. You all know a non will be working today and tomorrow may be riding car-door vestibules on account of some very minor offense.

Now, boys, get in line at once; do not delay it a minute, and help swell our crowd. COR.

It seems our boys are somewhat backward in writing. We have lots of good members on our system, and we should be heard from every month; it would help to get the "nons" converted. So let us not miss a month in having a few items from our prosperous system.

We have had several new members come into our ranks this year, and there are several more waiting for some member to ask them in. So, brothers, go after the "nons," tell them what good things we have in store for them; let us all go after the "nons" in the next sixty days, and just see if we can't have a solid O. R. T. system from stem to stern. Let everyone take part in this work, and see if we can't have one of the best organized roads in this section.

They say that Bro. H. M. Connor, at "RD," had a good time shown him, but "its" all over now.

We do not hear very much from Bro. J. M. Ford at "J." What is the matter, Jim?

Bro. J. H. Herbst, at "CG," has the same old smile.

Bro. B. F. Martz, at Cairo, does not pull the block for trains, as it is too expensive for the company, but stands back and gives them a high ball.

W. F. Miller, at "NY," has the long-looked-for building. There is nothing like keeping after them, Willie.

Bro. Coffey, at "NY," is not so slow; he has many charms for the young ladies.

Bro. Bowers, at "DS," hangs to the old roost well. How he enjoys the front seat in the gallery where the crowd is not so thick!

Bro. McFarland, at "BY," has just received a new relay. He says, "By dad, it is bully."

They say our General Chairman, Bro. Kelley, is making a great hit. Success to Ed; it only cost you twenty-five cents. Come early and avoid the rush.

Bro Byram, at Arlington, says he has two or three new members. Good for the T. M. & W.

Our worthy Bro. L. R. Collins, who has been working in Lehi, Utah, has returned to Leipsic owing to the death of his father-in-law. We understand "Wilkie" is going back to Lehi in a few days. We are very sorry to see you returning so soon, L. R. C. Call again.

Bro. J. E. Hunsberger has been elected Chairman of the Cincinnati Division, in place of Bro. J. N. Brist, he leaving the service. We think Bro. Hunsberger is the right man in the right place.

The brothers on the Cincinnati Division are feeling good over the results of the committee securing to every member his rights on that Division. So, brothers, you see the O. R. T. is the only hope you have for your rights and justice.

I trust every member will work a little harder every month for the good and welfare of our Order. There are, no doubt, a great many members on our Division who are not in possession of a Constitution and By-Laws. Our General Secretary will gladly furnish the same on request of any member. You should have a Constitution and learn the laws of our Order.

Bro. Cox, at Xenia, says he is almost snowed under, but expects to come out O. K. in the Spring.

Bro. Wenk, of Guest street, says we should be right before going ahead. I agree with the brother.

Our newly married brother, L. R. Lanker, night copyer at "DS," is somewhat worried. His wife has been absent for ten days.

Following is a list of officers for C., H. & D. System Division No. 21 for the present year, 1899: E. L. Kelley, General Chairman, Dayton, Ohio.

Delegates.—E. J. Barrett, Dayton, O.; E. L. Kelley, Dayton, O. Alternates.—J. R. Bowers, Lima, O.; J. F. Iden, Sidney, O.

Local Board Toledo Division of D. & M.—J. R. Bowers, Chairman; O. M. Shank, Tontogany; E. T. Roe, Leipsic Junction.

Local Board Lima Division of D. & M.—A. W. Hitchcock, Chairman, Troy, O.; R. D. Curtner, Anna, O.; J. Iden, Sidney, O.

Local Board Wellston Division.—E. L. Kelley, Chairman, Dayton, O.; C. B. Penland, Jamestown, O.; A. E. Wagner, Chillicothe, O.

Local Board Cincinnati Division.—J. E. Hunsberger, Elmwood Place, O.; J. G. Wenk, Guest st., Cincinnati, O.; E. J. Kennedy, Cincinnati, O.

Local Board Indianapolis Division.—M. C. Byram, Chairman, Arlington, Ind.; E. A. Sheard, McGonigle, O.; R. A. Foy, Oxford, O.

Local Board Delphos Division.—W. E. Cox, Chairman, Celina, O.; G. A. Short, West Milton, O.; S. Berger, Yorkshire, O.

Bro. J. F. Iden, of Sidney, Ohio, has been appointed chairman of the local board of Lima Division in place of Bro. Hitchcock, leaving the service.

We hope to hear from members of the several different divisions in our next Journal.

Yours in S. O. and D.,

CERT. 31, DIV. 21.

We regret very much to announce the death of Bro. J. L. Bennett, of Division No. 21, which occurred at Bloom Switch, Ohio, March 5, 1899. The following resolutions were adopted:

IN MEMORIAM.

WHEREAS, The Great and Supreme Ruler of the

Universe has in His infinite wisdom removed from among us one of our worthy and esteemed fellow laborers, J. L. Bennett, and

WHEREAS, The intimate relation held with him in the faithful discharge of his duties in this society makes it eminently befitting that we record our appreciation of him. Therefore, be it

Resolved, That the wisdom and ability which he has exercised in the aid of our Organization by service, contributions and counsel, will be held in grateful remembrance.

Resolved, That the sudden removal of such a life from among us leaves a vacancy and a shadow that will be deeply realized by all the members and friends of this Organization.

Resolved, That with deep sympathy with the bereaved relatives of the deceased, we express our hope that even so great a loss to us all, may be overruled for good by Him who doeth all things well.

Resolved, That a copy of these resolutions be forwarded to the bereaved family of Bro. J. L. Bennett, and a copy be furnished for publication in THE TELEGRAPHER.

A. C. MOREHEAD,
J. R. BOWERS,
A. R. LANKER,
Committee.

Ottawa, Ont., Div. No. 15.

Canada Atlantic Railway:—

Our division held its regular monthly meeting on Sunday, April 8th, with a fair attendance. The meeting was one of unusual interest in view of an important crisis in the division's history. The business under discussion called for cool heads, careful consideration and a firm stand. All present realized that earnest, faithful and energetic service must be rendered and each and every brother was equal to the occasion.

I want to make special mention of the faithful and untiring service rendered the division by Bro. Tomkins, Chief, and Bro. Rooney, Secretary and Treasurer. These brothers have devoted a great deal of time and attention to the interests of the Order and they certainly deserve the hearty and unanimous support of the entire membership. I might suggest here that there is not that amount of interest manifested by the rank and file of members which we would like to see, and a decided improvement in this direction is earnestly solicited.

If the dignity and effectiveness of the Organization is to be maintained we must stand shoulder to shoulder like men, always bearing in mind that what is the interest of one is the interest of all, and that only as we stand and work together, can we hope to succeed. Let every brother carefully ascertain that he is in the right and then stand by his decision regardless of consequences, conscious that in so doing he will have the loyal support and co-operation of the entire membership.

I would that I could thoroughly permeate each brother with this sentiment. If I could but impress each member with the responsibility of his position! It would not require a lengthy argument to convince each member that only as we bend our best energies to the cause can we hope for success. It was decided at our meeting to request chairmen of

committees of adjustment on each district of the road to do their utmost to bring in all the outsiders on their respective districts. I would urge this matter upon the attention of all our members. Do not leave all the work for the chairman to do, but use all the influence of which you are possessed to bring in all the non-members, and we will see splendid results in the near future.

Bro. Tomkins goes as our representative to Peoria. Let us give a good account of ourselves numerically, and let each and every member be a worker of the old school.

Fraternally,

DIV. COR.

P. & L. E. R. R.

We have quite a number of members on this road, but not as many as I should like to see. There are quite a number of brothers, who, as yet, have not paid their dues for the quarter. Come, brothers, duff up and help the good cause along.

At "N" office, Youngstown, we have Bro. W. J. Griffith, of the Grand Division, doing the night act; at Struthers, Bro. A. R. Mornes, days; at N. C. Junction, Bro. H. B. Hunter, days, and Mr. Robinson, nights; at Moravia, Bro. J. C. Miller, an old-timer, is agent and operator; at West Ellwood Junction, Bro. E. C. Hunter, agent, Bro. W. H. Clendenen, days, and Bro. F. M. Carner, alias, Joe Jutus, nights; at Beaver Falls, "SF" office, we have Bro. W. F. McElroy, days, and Bro. Frazier, nights. Bro. Johnson, who was wounded in the late war at Manila, P. I., is holding her down for Bro. McElroy, who is rusticated in the country. At "BF" office Bro. J. H. Hoop, chief clerk and operator; at Beaver, Bro. Brown, days, and Bro. Hopwood, nights; at "BG" Tower, Bro. Cochran, and Bro. Stiffey, nights; at Monaca, Bro. Schnoeble; at Ellwood City, Bro. H. H. Platt; at Aliquippa, Bro. Rhodes, days; at Shousetown, Bro. O'Donovan; at Groveton, Bro. Doc. Matthews; and last, but not least, Bro. Poultney, days, and Bro. Ewing, nights, at Fleming Park.

H. O. C.

Canadian Pacific Railway.

Toronto, Grey and Bruce Section:—

Business on our section has already begun to pick up and in the near future we expect that things will be in full swing. Navigation will probably be opened about May 15th when the Clyde built steamers of the Canadian Pacific Railway will commence their regular trips between Owen Sound and Fort William. Some extra trains are being run at present which means that night offices will soon be reopened. The steamboat express will be run over the Bruce this season instead of the Credit as heretofore; heavier engines are being put on for this purpose.

Bro. Fremlin, day operator at Owen Sound, spent Sunday with his parents at Orangeville recently.

Bro. Walker, agent at Hillsburg, and Relief Agent Ward have changed off. Bro. Walker has been appointed relief agent and Mr. Ward goes to Hillsburg as agent.

Bro. Bradley, of Mount Forest, relieved Bro. Buchanan at Grand Valley for a few days.



CHAMBER OF COMMERCE, PEORIA, ILL.

Relief agent, Bro. Caesar, is at present relieving our local chairman, Bro. Pizer, at Corbetton, who, we regret to say, is laid up with a bad attack of pneumonia, but we are pleased to say he is on the road to recovery.

Bro. Smith is filling Bro. Caesar's place at Harrison during his absence.

Relief agent, Bro. Walker, is relieving Bro. Stockdale at Kleinburg.

Bro. T. C. Jones, of the Canada Railway Accident Insurance Company, is making his annual trip over the road among the boys. He reports business good. Bro. Jones is a prominent member of the O. R. C. and also a friend of the operators.

Wm. E. Brawley, of Orangeville Junction, may now be addressed as "Bro.," he having joined the ranks, thus strengthening the Brotherhood chain on this section. Pleased to have you with us, W. B.

CERT. 929.

Western Division:—

There has been no change as yet on these divisions since my last letter. I understand that Bro. Cavanagh, one of our latest members, is to be transferred from Hawk Lake, nights, to Dinorwic as agent. Mr. Dumas takes his place at Hawk Lake.

We have missed Bro. Campbell from Kalmar for some considerable time. We presume he is on the hunt for a partner.

Mr. Campbell, of Savanne, is leaving us for two months. We trust his health will be O. K. when he comes back.

We have two new members to record this trip.

Understand there are three "mills" at Dexter now. Bros. Floyd and Mills are going in strongly for typewriting and shorthand.

We are glad to welcome Mr. Hatton back in our midst, understand he goes to Rat Portage, days, Bro. Skerratt taking the owl at again.

These divisions are solid now with the exception of three or four. We trust they will see the error of their way and join in with the rest of the boys.

Business is beginning to pick up, and we expect quite a rush of emigrants shortly to the West which should keep our dispatchers on the move. The work train service will be starting up soon now and should give employment to a few extra men.

We would be glad to hear how Bro. Hodgins is getting along with his Italian; understand he is studying that language.

With 73's to all the boys, and success to the Order, I remain,

Yours in S. O. and D.,

W. R. MILLS.

Pacific Division:—

Since the last issue of THE TELEGRAPHER several changes have been made. Bro. Stephens, agent at Field, having resigned, Night Operator Foley was appointed agent; Bro. Gainfort transferred from Hector to Field as night operator; Mr. Jelly, checker at Golden, was appointed operator at Hector.

Bro. V. F. Dunn is working at Golden as night operator, on account of Bro. Roger Barker being East on a trip.

Bro. Hayward, at Clanwilliam, is busily engaged

in constructing an underground tunnel so that he may have an opportunity to escape in the event of his office being overwhelmed by a slide.

Bro. Currie, at Salmon Arm, is a "peach," at least that is what the ladies say; we believe it, too.

Bro. Ed. Goulet, agent at Vernon, is away on a vacation, being relieved by Relieving Agent A. H. Lewis.

Those fellows who say Bro. Frank Robinson, at Notch Hill, is making a dangerous play among the fair sex, are mistaken. We know Bro. Robinson and know that he would not do such a thing.

At Shuswap Bro. McConnell presides. The job at Shuswap abounds with legends of former agents.

Bro. D. W. Stearman, our highly respected dispatcher, used to hold forth here. Dan had a buggy and "didn't do a thing," and tradition says the capacity of that buggy was unlimited, and when "our Dan" was called up higher there was "weeping and gnashing of teeth" among the dear girls.

This was partly alleviated when our Hon. Bro. Tom Moore arrived there. He proceeded to fill the vacancy in the girls' hearts that Bro. Dan had bequeathed to him. He almost succeeded, but not quite; you see, he did not have a buggy. Then there came another sad time, "Dear Tommy" was called up to be a dispatcher, and the girls, to show how fond they were of him, presented him with a large album containing all their autographs and a huge bouquet of forget-me-nots. Bro. McConnell next appeared on the scene, but the girls would not be consoled, they were always thinking of "Dear Tom." "Mac" is doing all he can to change this condition of affairs. The girls say he is a fine fellow, but so awfully bashful; we didn't think it, but when a pretty girl tells you what else can you do?

Bro. Billy Plum, we welcome you to our ranks. A "plum" man is Billy. He used to be a captain in Her Majesty's Horse Marines. The town of ducks is proud of Billy.

Bro. D. McManus, day operator at Kamloops, has been appointed relieving agent. He is one of our best men, and his promotion is well deserved. Dave, if you ever go relieving east of Revelstoke in the Winter, carry fifteen pairs of blankets and two coal stoves with you.

Bro. Mooney, at Bear Creek, was awakened a few nights ago by what he thought was a snow-slide, but on looking out of the window he found it was the old moon scratching his whiskers on one of the corners of Mt. Sir Donald.

There is joy among the Angels, a thirteen-inch shell went home. No wonder the stars were shining bright along the S. & O., it is Bro. Larimer now. When I heard the news I had to take a "bracer." If that gentleman at Enderby comes in I will stand treat for the house.

Boys, write a letter; the agents at Field, Golden, Donald and Enderby, our main line, were O. R. T. before we took over the new division with these "nons." Try to get them in, boys.

CERT. 744.

Branch Lines, Atlantic Division:—

The death of Bro. Maynard C. Wry, which occurred at his parents' home on Saturday evening, says the *St. Croix Courier*, removes a young man of promise, and one respected by all classes in the

community. He was twenty-two years of age, and was the efficient and courteous operator in the C. P. R. telegraph office from the time of its opening until last fall, when he retired on account of failing health. Throat trouble confined him to his home from the first of December until his death was heard of with profound regret on Saturday evening.

The funeral services were held on Monday afternoon, being conducted by the Rev. W. C. Goucher, of the Baptist church. The casket was covered with floral tributes including a wreath from the uniform rank, K. of P., of which his father is captain, a wreath from the C. P. R. employes, a bouquet from the postal telegraph employes of Calais, and cut flowers and bouquets from many friends.

After a brave fight of many weeks against impending death John S. Dow passed away at E. Florenceville, Carleton county last week. He was the sixth son of the late James Dow, of St. Stephen, and had been in the employ of the Canadian Pacific Railway for some years. He advanced rapidly toward proficiency, and was appointed agent for the company at the East Florenceville station last fall. Soon afterwards he was taken ill with the grip, but was recovering. While still confined to his bed he asked the proprietor of his boarding house to bring him a glass of water. As the proprietor crossed the threshold of his room, with the glass in his hand, he fell to the floor dead. The tragic event made such an impression upon the enfeebled young man that brain fever ensued. All that medical skill and the faithful devotion of a sister and brothers could do was of no avail, though at different times they hoped for his recovery. His remains were brought to St. Stephen and interred at the family lot on Friday, the services being conducted by Rev. A. A. Mackenzie, M. A., B. Sc.

Mr. Dow was but nineteen years of age, but was employed at St. Andrews, Watt Junction, and other stations, and had many friends wherever he was known. He carried quite a large amount of life insurance.

Death also has removed Bro. Duncan Hallett from the key, at Kenoeck, N. B., to wear the crown above, for which he was quite prepared. Although sick several months, his demise was a shock to the operators and trainmen.

The above deaths remove three loyal and true brothers from System Division No. 7, branch lines.
"F. E."

O. & Q., Lines East:—

The Editor's hints regarding student teachers, etc., in the last JOURNAL, go into effect at once.

All the sub-correspondents have gone out of business on account of dull times.

Bro. J. O'Regan is relieving the agent at Spring Hill.

Bro. V. J. Mongeau, formerly of St. Guillaume, and now with the G. T. R., paid a visit to his brother, who is assistant agent at Highlands.

Bro. Morazain, of Highlands, was away for a few days lately, being relieved by Bro. O'Regan. Jack says no fight for flats this time!

Bro. LeGallais, of Sherbrooke, has been transferred to Cookshire, nights, and is succeeded at the former place by Bro. Burns.

Our best wishes for the success of the convention. Latest reports show the student teaching business is going to the wall. Good, make it stick there, boys.
CERT. 27.

Sault Ste Marie Branch:—

It is with sorrow we have to record the death of Kathleen V., daughter of Mr. John Hawkins, and wife of Mr. Albert C. Egan, C. P. Ry. agent, son of Rev. J. Egan. She passed away in peace, having borne a long and trying sickness with much patience and Christian fortitude. She will be deeply mourned not only by a loving husband and one little daughter, but her aged parents, brothers and sisters as well as a large number of friends. The funeral service was conducted by the Rev. W. R. Seaborne, assisted by the Rev. W. E. Egan, who came all the way from Novar to be present with his brother. The interment was at Thessalon, on Thursday morning. To our bereaved friends we extend our sincere sympathy in their sorrow.

Mr. Egan, who has been relieved from duty by Mr. Cormack, of Mattawa, will resume his work next week.

Harrisburg Div. No. 3.

The Memorial Day services for this year will be conducted in the Bethlehem Lutheran Church, corner Green and Cumberland streets, Harrisburg, Pa., on Sunday evening, May 21st, Rev. Marion Kline officiating. The members of the five organizations will assemble at Conductors' Hall, Broad and Fulton streets, at seven o'clock p. m., and proceed in a body to the church. A cordial invitation is extended to all railroad men and their families to participate in this service.

These sermons are given annually by a minister selected by a committee composed of representatives of each of the five organizations, and are both beneficial and instructive. We hope to see as large a gathering on this occasion as can possibly attend. Bros. Zimmerman and Fultz represent the Telegraphers, and any information desired can be had from them.

Mr. W. H. Balsley has been appointed Division Operator for the Middle Division of the Pennsylvania Railroad, vice J. H. Rose, whose death occurred on March 14th, from an attack of appendicitis. Mr. Balsley is an old and trustworthy employe, and the appointment meets the approval of the entire Division.

Bro. Castine, of Petersburg, has returned to duty after an absence of several weeks, or account of sickness.

Bro. Atkinson is about to embark on a long journey into darkest Texas. We look for some blood-curdling tales of hairbreadth escapes, and expect Jasper back with his wool plaited and tied in knots.

Bro. Gunter, of Lewistown Junction, has been off quite a while on account of sore eyes. We hope the brother is improving, and that we will soon hear the familiar O. K., "BI" again. Bro. Howard is doing Bro. Gunter's trick, with Tommy Biever, of Granville, doing the owl act, and Bro. Zeigler is at Granville.

Gossip has it that several "ham factories" have

opened up on the West end of the Middle Division. This is a bad showing for the West end, and something should be done to stop that kind of work. It is hard to understand why some people will persist in student teaching, for by so doing they injure their own prospects, as well as others; but some people are born dumb, and we must overlook it.

Some extensive improvements are being made around the West end, especially at Spruce Creek, which, when completed, will add greatly to the conveniences already existing there, and which are being pushed forward quite rapidly. For comfort, safety and good accommodations the Pennsylvania about takes the lead.

Mr. W. H. Moore has been appointed Supervisor for the Middle Division, vice Geo. W. King, deceased.

We have added several new names to our roster during the past month. The "nons" continue to realize the futility of holding back, and are slowly, one by one, laying down their arms and surrendering. Well, we are waiting with the glad hand.

Now, brothers, get down to work. The initiation fee of three dollars and fifty cents will be discontinued from June 30th, unless otherwise ordered. We only have one month longer in which to do our hustling. Think and act quickly. We have no time to lose.

There is some talk of improving the appearance of "DE" yardmaster's office, at the Harrisburg yard, by means of painting, etc. It is needed bad enough, and our boys will certainly appreciate it.

This is where I see my finish.

RUBBER-NECK.

Charlottetown, P. E. I. Div. No. 47.

Bro. Trainor, Bedford's energetic city clerk, has recovered from an attack of La Grippe.

Bro. Love has returned from a visit to his estate, at Cable Head.

Bro. Clarkin was a passenger by the steamship Stanley, on the second instant, to attend a meeting of Master Mariners, at Picton.

Bro. Chas. McKinnon has returned from a four weeks' visit to Ottawa and Washington. We understand the visit has no special political significance.

Bro. Hogan is relieving at Alberton, but expects to take a long rest from railroad work, and attend more to his lecturing business.

Bro. Montgomery is off on a visit to Boston.

He quite forgot the "Special"

Would be leaving in a while,

And he still continued talking

In his catchy, brilliant style;

But "Bradalbane" lost the topic,

And he quite forgot to smile

When he heard the whistle of the

engine.

Oh! thirty miles of walking

On a rather frosty night,

Could not be contemplated

As a ramble of delight.

But he started, and 'tis whispered

His apparel was a sight,

When he landed at Bradalbane in

the morning.

The Home.

Statement of receipts at the Home for the month of April, 1899:

B. of L. F. Lodges.....	\$ 12.00
B. of R. T. Lodges.....	117.41
O. R. C. Divisions.....	73.50
B. of L. E. Divisions.....	48.00
Ladies' Auxiliary.....	42.00
L. A. to B. of L. F. Lodge No. 93, Proceeds of Basket Social.....	6.33
Personal.....	7.00
Sale of Milk.....	.60
Sale of Eggs.....	2.00

Total.....\$308.86

Mrs. Hemphill, Lodge No. 46, L. A. to B. of L. F., Smithville, Texas, one quilt.

Mrs. E. E. Wood, Division No. 56, L. A. to O. R. C., Escanaba, Mich., one box of fruit.

Mrs. J. L. Penner, Division No. 115, L. A. to O. R. C., Utica, N. Y., one box of linen.

J. L. Geer, O. R. C. Division No. 373, Green Bay, Wis., one package of red matting.

Division No. 40 O. R. C., and Division No. 98 L. A. to O. R. C., St. Paul Minn., two packages of red matting, and one box of clothing, linens, cigars, pipes, and tobacco.

A friend from Wilmette, Ill., two dressed chickens.

Mrs. Fox, Milwaukee, Wis., one shirt.

Mrs. Miller, Milwaukee, Wis., one shirt.

Respectfully submitted,

MRS. T. B. WATSON,
Secretary and Treasurer.

Highland Park, Ill.

Missouri Pacific Railway Div. No. 31.

Lexington and Southern Division:—

The boys are slowly, but surely getting in line.

Some of the members are dropping other insurance and taking O. R. T. That's the stuff.

F. W. Shafer, from everywhere to everywhere, is working days for Frisco, at Carthage, Mo.

Since the coal business has dropped off, the night switch crew at Rich Hill works only three days per week.

Denver Dale, agent at Panama, Mo., took a flying trip to Kansas City, Saturday, April 29th, and stayed until Sunday evening.

I understand another switch engine goes on at Webb City in the near future, to handle ballast.

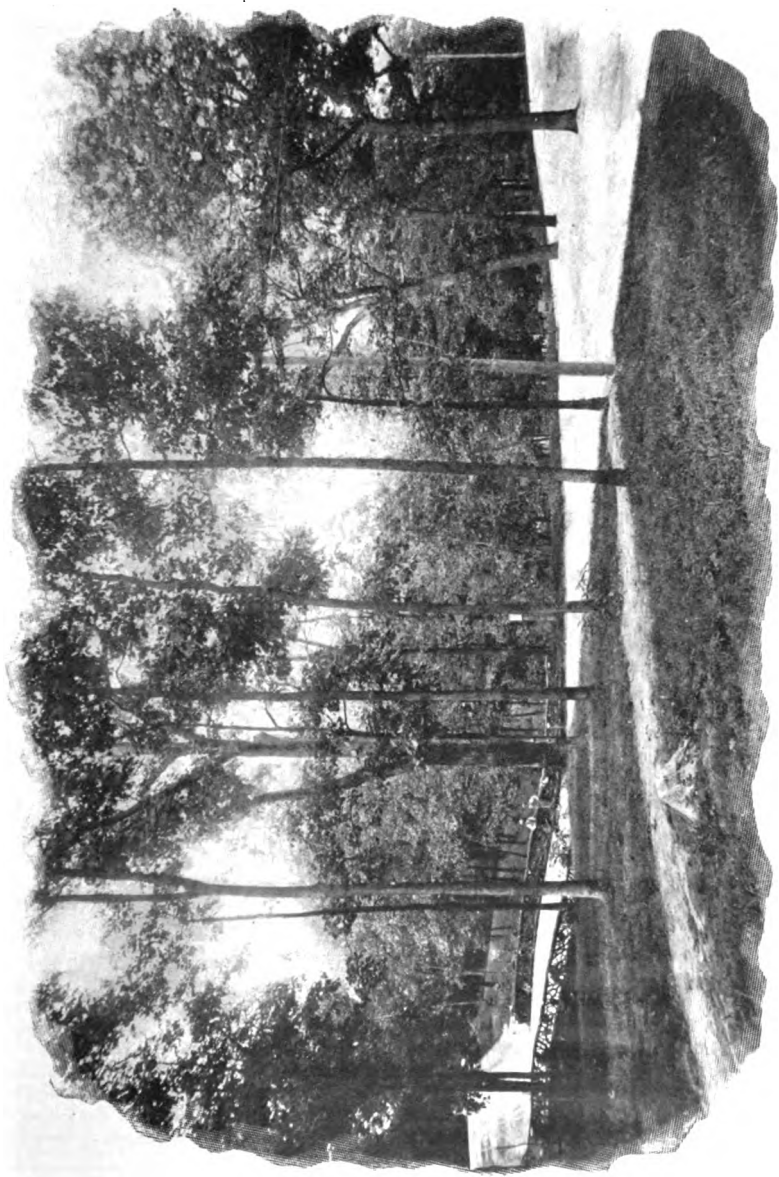
Copier Kipp, from the Nevada dispatchers' office, took a run up the line one day last month.

Vice President's special passed over the north end Thursday, April 27th. I guess all the boys had their windows clean (?).

Our correspondents from the N. & M., K. N. & D., and I. S. divisions, failed to get in their copy this month. I hope they will be more prompt next month.

J. E. Hobart, night operator at Panama, Mo., is contemplating a fifteen days' leave of absence, May 15th. He will visit Kansas City, and his old home at Humboldt, Kan.

Some of the members were disappointed last month, on account of items from the L. & S. division not appearing last month, which was caused by a



RUSTIC ROAD BRIDGE, GLEN OAK PARK, PEORIA, ILL.

misunderstanding as to the time they should arrive in St. Louis. Hereafter items will be sent in in plenty of time to appear in the next issue of the Journal.

Lex. & South., and Nevada & Minden Divisions:—

Business on the Nevada and Minden is good, and the boys are all hustling.

Bro. Campbell, day operator at Butler, took a flying trip to Kansas City a few days ago.

Bro. Ferguson's family moved from Nevada to Carthage, and he is now staying with the "old folks." He says no more "boarding house hash for him."

Bro. O. G. Bickwell, of Hannon, Kan., has been in the hospital for the past ten days with the La Grippe; being relieved by Opr. D. Stuart, from Liberal.

Chairman Johnson, of Rich Hill, is close after the boys in his territory, and hopes to have them all in line in the near future.

I understand that Bro. Brooks, at Minden, has a car of hay at Dow Run Junction, Ark., for sale, that should have gone to Doe Run, Mo. Bro. Brooks, we can sympathize, we had three cars of coal in the same condition.

Bro. Miller, cashier at Carthage, laid off a few days on account of sickness of his little child, at Sedan, Kan. Bro. Ferguson relieved him, Extra Opr. Bell relieving Night Opr. Ferguson.

Bros. Strahl, of Milo, and Chamberlain, of Englevalle, have exchanged positions. Bro. Strahl expects his health to improve at Englevalle, and Bro. Chamberlain will be near his old home.

On account of a new mine opening at Minden, Bro. Brooks now has his hands full. He received nineteen carloads of freight on the 23rd, and he says it's a good thing, but needs no pushing along.

Bro. Wickham, of Nevada, a member of the Board of Adjustment, has resigned, in favor of a V. V. I. & W. man, Mr. Nelson, of Deering, Kan. By this change it is expected to give the boys in the western part of the territory better representation.

I understand that Opr. Seymour and Miss Katie Thurman, of Panama, Mo., were married at Nevada, March 27th. Have not learned particulars. Mr. Seymour has worked a short time extra at Panama, and was later transferred to Hermann, Mo. Congratulations. DIV. COR.

K. & A., and V. V. I. & W. Divisions:—

At Independence, Kan., Mr. F. E. Coyle is agent, Mr. J. Vaughan, operator.

At Neodesha, Kan., Mr. C. H. Wyman is agent, Bro. F. B. Williams is day operator and clerk, Bro. O. C. Peterson, nights.

At Altoona, Kan., Bro. J. E. Idol is agent.

At Benedict, Kan., Bro. E. N. Class is agent.

At Roper, Kan., Bro. C. F. Sebring is agent, and Bro. Thomas Mahoney, night operator.

Bro. Sebring has just completed his new house, and is moving into it. He says he expects to save enough money in the next five years to pay for it.

At Buffalo, Kan., Bro. C. M. Callarman is agent. Bro. Callarman owns his house and a few acres of land, and is enjoying life.

At Yates Center, Kan., Mr. W. A. Rupert is agent,

Bros. Davidson and Collier, operators. Bro. Davidson being one of our old stand by's.

At Vernon, Kan., Bro. H. Murray is agent.

At Le Roy, Kan., Mr. K. Sharon is agent, Mr. Shaffer, night operator.

At Westphalia, Kan., Bro. L. H. Bennett is agent, Mr. John Irwin, nights.

At Mont Ida, Kan., Bro. W. J. Burch is agent.

At Garnett, Kan., Mr. R. G. Wing is agent, Bros. E. E. Gibson, day operator, and J. F. Kenney, night operator.

At Greely, Kan., Bro. W. C. Ramsey is agent.

At Lane, Kan., Bro. W. R. Snook is agent, Bro. F. L. Sanger, night operator. DIV. COR.

Providence Division No. 256.

Meeting April 1st called to order at 8:30 p. m. with a fair representation of our members present. Vacancies of absent officers were filled by appointment. Minutes of previous meeting read and approved. Auditing Committee's report accepted and placed on file. Petition of P. S. Stauffer was read and accepted.

Moved that Bro. C. W. White, of Wood River Junction, be extended a vote of thanks for presenting the division with a ballot box. Carried.

The Secretary reported a gain of nineteen members since March 4th, and is sure of as many more by the time we meet again, May 6th.

No further business, meeting closed in due form.

Number present, 35.

L. F. FOWLER,

Sec'y and Treas.

M., K. & T. Ry., Div. No. 22.

First District:—

Bro. T. F. Chiles has been working a few days as extra at Harwood on account of sickness of the regular man.

Bro. J. S. Fixley has resigned the agency at Rochepoort to go into business for himself at Bowling Green, Mo. We wish Bro. Fixley success in "biz," but as he has chosen the undertaking business, we hope not to patronize him personally soon.

Bro. J. E. Streif, day man at St. Charles, goes to Rochepoort as agent, May 1st.

Bro. Erswell, at Augusta, is in St. Louis on court business, being relieved by the extra operator from Rochepoort.

A thief, who had been living in a cave near Portland, broke into Bro. Evans' house and the cellar recently and stole everything in the larder. Rendered desperate by hunger (as there were no hopes of getting a new supply until pay-day), Bro. Evans went gunning for the thief and captured him with all the provisions in his cave, and took him to Portland and turned him over to the authorities. He is now in jail and Bro. Evans once more looks fat and happy.

Bro. S. E. Erswell, for the last seven years agent at Augusta, will resign in May to go back to his old home in Ohio. Our best wishes and hopes for his happiness and prosperity "go," Bro. Erswell.

H. Otten, day operator, of Boonville, visited his friends in Kansas City for ten days, being relieved by Operator J. F. Blakey, day man at Fayette,

which gave Night Operator Stone, of Paris, ten days at Fayette, and Extra Operator E. McBride, a few days' work, nights, at Paris.

L. W. Tooker, formerly agent at Monroe, has resigned as agent at Louisburg.

Kansas City Division:—

Our friend Tooker, who relieved Bro. Baldwin at Louisburg, Kan., did not hold on long. He claims sixteen hours' work was too "too too" for the money in it, and furthermore, that the salary fell short of Monroe about fifteen dollars per month, and hence threw up the sponge. His place was filled by H. L. Peck, who comes from the Kansas City Sub-belt Line, where he has been employed in other than the telegraph department. Just what is to become of our friend Tooker we did not learn, but, he will find a niche somewhere before long.

Business on the "High Line" has been good for the past thirty days, and the fine prospects for farming bids fair to keep our courage up till the fall crops come in.

Bro. E. M. Clark, who has been agent for some time at West Line, Mo., has been transferred to Louisburg, Kan.

Second District:—

Bro. H. F. Klotz is now holding down Beagle Station, Mr. Owens relieving him as night man at Parker.

J. M. Lollar, agent at Kincaid, was at Garnett, April 24th, attending court. Bro. L. A. Long, night man at Moran, relieved him.

Bro. A. M. Harry went to work again at Mound Valley on the 1st, having been away about six weeks. Glad to see you back, Bro. "H."

We guess the boys at Junction City are not sorry that the new time card took effect the 1st.

Died.—At San Elizario, Tex., Friday, April 14, 1899, Mrs. Fannie A. Harry, aged twenty-five years, ten months and fourteen days. Deceased was the wife of our Bro. A. M. Harry, for several years agent for the "Katy" at Mound Valley.

You Texas boys, where are you with that list of items; we ought to hear from you every month.

L. D. McCoy.

Second District, Cherokee Division:—

Leliaetta station has been opened to protect the stock that is being shipped in for pasturage. Mr. Black, formerly of Wagoner, nights, is in charge.

Bro. Inge, from the south end, relieves Extra Dispatcher Mack as night man at Wagoner, Mack returning to Parsons.

Bro. Whitsett is working days at Oswego, and a man named Conner is doing the night act.

Bro. Ragland, who has been working as relief agent at Junction City for a week or so, returned to his old post as day man at Vinita, Bro. Walsh doing the work, days, during his absence.

Bro. E. E. Delaplain, relief agent, is holding down Labette at present, and we understand Findley has gone to seek employment elsewhere.

Bro. Debus, formerly of Beagle, is working days at Chetopa, with Bro. Pascal answering that call at night.

We hear the Flyers are to be put on again the first of May.

Business is picking up on this Division on account of lots of stock being shipped in from Texas points for pasturage.

We have a student, but think this the only station on the Division that is troubled in that respect.

Bro. John Anderson, formerly night operator at Vinita, is now working for the Frisco.

IN MEMORIAM.

SELMA, KAN., April 18, 1899.

WHEREAS, The Great Creator having been pleased, out of His infinite mercy, to remove our Brother, George T. Huffer, from the cares and troubles of this transitory existence, to a state of endless duration, thus severing another link from the fraternal chain that binds us together; therefore, be it

Resolved, That while we bow in humble submission to the Divine Will and mourn the loss of Bro. Huffer, we extend our heartfelt sympathy to those of his immediate relatives and friends, who are most heart-stricken at the loss we have all sustained, and be it

Resolved, That a copy of these resolutions be entered in the minutes of this division, and a copy be forwarded to the relatives of the deceased Brother.

L. D. MCCOY,
T. S. JENKINS,
J. F. COX,
Committee.

IN MEMORIAM.

SELMA, KAN., April 18, 1899.

WHEREAS, It has pleased the Supreme Ruler of the universe to afflict our Brother, A. M. Harry, by removing from him his beloved wife; and

WHEREAS, This division is desirous of expressing its sincere condolence with our Brother Harry and little daughter; therefore, be it

Resolved, That we tender our Brother and daughter our heartfelt sympathy in this, their hour of affliction.

Resolved, That these resolutions be spread upon the records of this division, and a copy sent the Brother.

T. W. HOWE,
JOSEPH CARR,
L. W. DELAPLAIN,
Committee.

N. Y., N. H. & H. Rv.

New York Division:—

Division No. 241 held its regular meeting on Sunday morning, April 16th, at Bridgeport, Conn. The meeting was called to order about 10 o'clock a. m., as usual, by our Second Assistant Chief. The minutes of the previous meeting were read and approved.

Mr. J. A. Callan has been transferred from Glenbrook tower, days, to third trick Port Morris tower.

Bro. C. A. Partrick has been promoted from Glenbrook tower, nights, to Darien tower, days.

Bro. W. A. Dooling, has been transferred from Darien tower, days, to Glenbrook tower, days.

Mr. R. J. Warren, formerly of the Port Chester freight office, is now doing the owl act at Glenbrook tower.

A. F. Sheehan is now regular at Mount Vernon tower, nights.

Bro. H. Y. Loudon has changed from Bronx River tower, nights, to Larchmont tower, nights.

Bro. G. H. Dweity is working days at West Haven tower.

Bro. J. H. Bell still holds down Woodmont tower, days, and Bro. C. A. Dougherty, nights.

Bro. C. H. Carter is agent at Woodmont Station. Bros. Walters, Shalkop and Hartpence are found working first, second and third trick, respectively, at Naugatuck Junction tower.

Bro. Dolan holds down the middle trick at Stratford tower.

Bros. Klein, Bock and Donaher work first, second and third trick at the end of four Irons, East Bridge port.

Bro. Joe Gorman handles the second trick at Bridgeport tower, and Bro. H. Wagner the first trick at West Bridgeport tower.

Bro. F. X. Smith is now regular at Fairfield tower, days.

Bros. Tom Gorman, Tom Coyle and Ed. Coyle O. S. trains at Westport tower, on first, second and third trick, respectively.

Bro. G. S. Chapin you will find on the first trick at South Norwalk tower.

Bro. Theall holds down Rowayton tower, days, and Bro. Merrifield does the owl act.

Bros. Meyerhoff, Purdy and Tiger still hold down Stamford tower, on first, second and third trick, respectively.

Bros. Wood, Scofield and Case are found working first, second and third trick at Riverside tower, as usual.

Bro. Relyea holds down the middle trick at Cos Cob tower.

Bros. Draper and Hope do the operating and and ticket work at Stamford Depot.

Div. Cor.

Central of Georgia System.

Bro. J. P. Mercer is still on days at Ocmulgee Bridge and Bro. E. P. McLain, nights. We expect great things from you, boys, for it takes grit to stick yourself up in that little ten by ten bridge tower. But then the pictures on the walls help out the monotony.

Bro. Horne and his excellent wife run the business at Gordon. I guess Bro. Horne is the general manager and his wife secretary and treasurer. She ought to be, if she is not. There is nothing like turning over the funds to one's helpmeet, even if your pockets have to be turned to accomplish the results.

Bro. T. F. Hemmenger is agent and operator at Toombsboro. It is somewhat of a suggestive name, but there is nothing wrong in being at Toombsboro so long as a fellow is alive and kicking. Nerve up, brother, we are with you, and if you see any ghosts let us know.

Bro. M. C. Smith is still "highcockeloram" down

at Davisboro. He will be at Peoria in May with his wife. Now, Bud, we know you will get back to your hotel before it gets too dark to read the street signs. You can't come home this time with a type-written account of yourself, because she will be right there to keep you straight.

Bro. R. T. Cole is still in Savannah, in the general office. Come up some time, Bud, and let us shake.

Bro. C. E. Powell is agent at Dover, and does his own telegraphing. May he live long and prosper.

Bro. B. A. Horne is at Halcyondale—a little out of the way, but still in the ring.

Bro. A. W. Waller, agent at Bloomingdale, has been quite sick, but we earnestly hope that he will soon be restored to his usual good health. The boys on the entire system extend to you their heartfelt sympathy.

Bro. T. W. Duffy, agent of the Georgia Railroad at James, Ga., expects to be at Peoria, in May, and will see that the interests of Division No. 114 do not suffer.

Bro. L. H. Joyner, one of our best members, is now in the general manager's office of the A. & W. P., in Atlanta. While he has changed his residence his heart is still with Division No. 114, and he will be at Peoria, in May, prepared to "kick" when it is necessary.

Sister Anna Cole has about recovered, and will soon resume her old position. This is cheerful news to us.

Bro. C. O. Bruner, our popular ticket agent at Union Depot, Macon, made a flying trip to Atlanta recently. I guess some fair belle knew of his coming. Bro. Fell, of McPherson, was in Macon not long ago, looking well. He doesn't look as though he has been kept awake much lately.

Bro. Schackelford was in Macon the other day. He is still on the anxious seat, waiting for some brother's heart to soften and say amen.

Sister Ida Sample, at West End, has our heartfelt sympathy, and we earnestly hope that her dear father will be restored to health.

Bro. Marvin Bachelor is operator at Savannah wharf (agent's office). If it get's too warm down there, come up and we will fan you around a little.

Bro. G. L. Hurley is now with the G. & A. road at Savannah—a good man in the right place.

Bro. J. E. Hightower is operator at Athens, Ga.

Bro. M. S. McLemore, who was for some time at Bolingbroke, is now, and has been for the past several months, chief clerk to the agent. Mc., that same trouble is still at Bolingbroke—"a light in the window for thee."

Bro. J. A. Cathey is agent at Machen, Ga. Bro. R. R. Williams is agent at Monticello. Bro. E. W. Dickinson is operator at Eatonton.

There are a great many of our members scattered around, and we are unable to locate them. Boys, let us hear from you about the twentieth of each month. Tell us who you are, what you are, where you are, and if you are doing anything for the good of the Order and the results.

Some of our members are backsliding. That is all right, but just slide on and you will pull up at the end of the chute with the collar of your coat rubbed away and the business end of your anatomy disfigured. Stay in, or stay out—don't be a fly on

the glass, eternally trying to get in or out. If you are one of these flies, we don't want you buzzing around among our goard vine, anyway.

Now, you dear boys who have let your membership expire on account of non-payment of dues, try and give some excuse that we could accept in good faith. Don't tell us again that you overlooked it, or you could not afford it; because "we just aint a-gwine" to believe this old gag. If you have either

of these excuses, you put me in mind of the old negro's eel. When he got the eel all tangled up with his line, and the knots as thick as pimples in skeeter time, and working for some time untangling matters, said: "Ef yo' aint de dingfiddlest tangled up ting ebber I seed; an' yo' aint no count no how, sep to make strings to cure de rumatiz. Aint dat de truff?" So be men; don't be strings—they are too easily tied in knots. sx.

His Last Card.

No, not his last, another he'll show
On his approach to Heaven's portal;
A card not given him here below,
But a pass to life immortal.
A card close writ with generous deeds,
With help to comrades extended,
A card that honors and glorifies
A life too soon ended.

A card on which all dues were paid
By a generous nature here;
Whose works have many a hardship stayed,
And dried up many a tear
From fellow-men in want and need,
And women whose lot was hard;
Who'll now chant a prayer that he's happy
there,
When Peter takes up his card.

Goodbye, old friend, we loved you well,
None knew thee but to love;
How soon we'll meet, ah, none can tell
But He who reigns above,
And Who calls "time" when our toil is o'er,
With compassion on His face,
And beckons us on to that golden shore
When "30" is on the case.

You've cleared the hook, at last, old friend,
Your farewell take you've set;
We'll miss you till we meet again,
And your works we'll ne'er forget,
For natures such as yours are scarce
In a world whose heart is hard,
And by kindly words and kindlier acts
You've won a golden card.

—J. W. Hogan, in *Cripple Creek Sunday Herald*.



GLIMPSES OF THE WINDING ILLINOIS RIVER, PEORIA, ILL.

Grand Division

OFFICIAL DIRECTORY

GENERAL OFFICES, PEORIA, ILL.

GRAND OFFICERS.

W. V. POWELL,

Grand Chief Telegrapher, Peoria, Ill.

J. B. FINNAN,

2d Ass't Grand Chief Telegrapher, Peoria, Ill.

H. B. PERHAM,

Grand Secretary and Treasurer, Peoria, Ill.

M. M. DOLPHIN,

General Counsel, Kansas City, Mo.

GRAND EXECUTIVE COMMITTEE.

Charles Daniel, Chairman, 65 Cone st., Atlanta, Ga.

S. C. Mahanay, Secretary, Meramec Highlands, Mo.

L. A. Tanquary, room 6, Union Depot, Pueblo, Col.

Wm. White, 306 Horton St., London, Ontario.

C. L. French, Cumberland, Md.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, G. S. & T., Peoria, Ill., in addition to the Secretary of their Local or System Division.

Notice.

The following Division cards have been reported as lost. If presented, please take up and return to this office:

Card 2846, good until June 30, 1899, issued in favor of Certificate 239, Division No. 22.

Card 3627, good until June 30, 1899, issued in favor of Certificate 256, Division No. 162.

Card 4413, good until June 30, 1899, issued in favor of Certificate 54, Division No. 1.

Card 4737, good until June 30, 1899, issued in favor of Certificate 51, Division No. 23.

Card 4987, good until June 30, 1899, issued in favor of Certificate 39, Division No. 13.

Card 5130, good until June 30, 1899, issued in favor of Certificate 277, Division No. 22.

Card 6005, good until June 30, 1899, issued in favor of Certificate 840, Division No. 52.

Card 7800, good until June 30, 1899, issued in favor of Certificate 569, Division No. 23.

H. B. PERHAM,

G. S. & T.

Notice.

To Secretaries:

Members transferred and deceased should always be shown on weekly decrease report. This will facilitate work of checking annual reports and make the records at headquarters agree with the local division records at all times.

Yours in S. O. and D.,

H. B. PERHAM,

G. S. & T.

Notice.

To System Division Correspondents:

General Correspondents on the large System Divisions who are in the habit of getting items from Division Correspondents to be arranged for publication, should condense the matter as far as possible before sending it to Peoria. This work can be done to advantage by the General Correspondent, because he is most likely to know which items are of the greatest interest. A few timely hints to the beginner may be useful. Grievances are not published, because it is liable to hinder the work of the Board of Adjustment when they seek to get the complaints redressed; it invariably prejudices the case. Mentioning names of non-members and backsliders in a derogatory way generally succeeds in defeating the purpose of the writer, and such matter should be eliminated. The same may be said about personal mention of student teachers. Personalities of all kinds should be avoided, because they engender hard feelings sometimes when least expected. Kindness attracts, while harshness repels. To organize is the object, and everything seeking to disorganize or dispel should be left out.

Yours in S. O. and D.,

H. B. PERHAM,

G. S. & T.

VOL. XVI, No. 6

JUNE 1899

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THE RAILROAD TELEGRAPHER

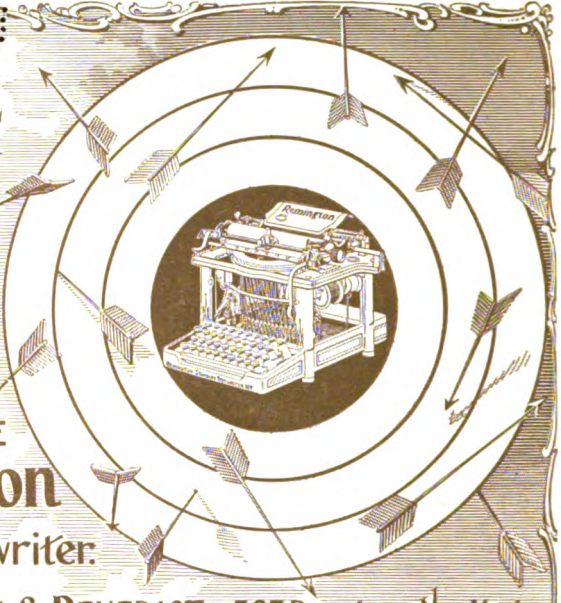
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BY THE ORDER OF RAILROAD TELEGRAPHERS.

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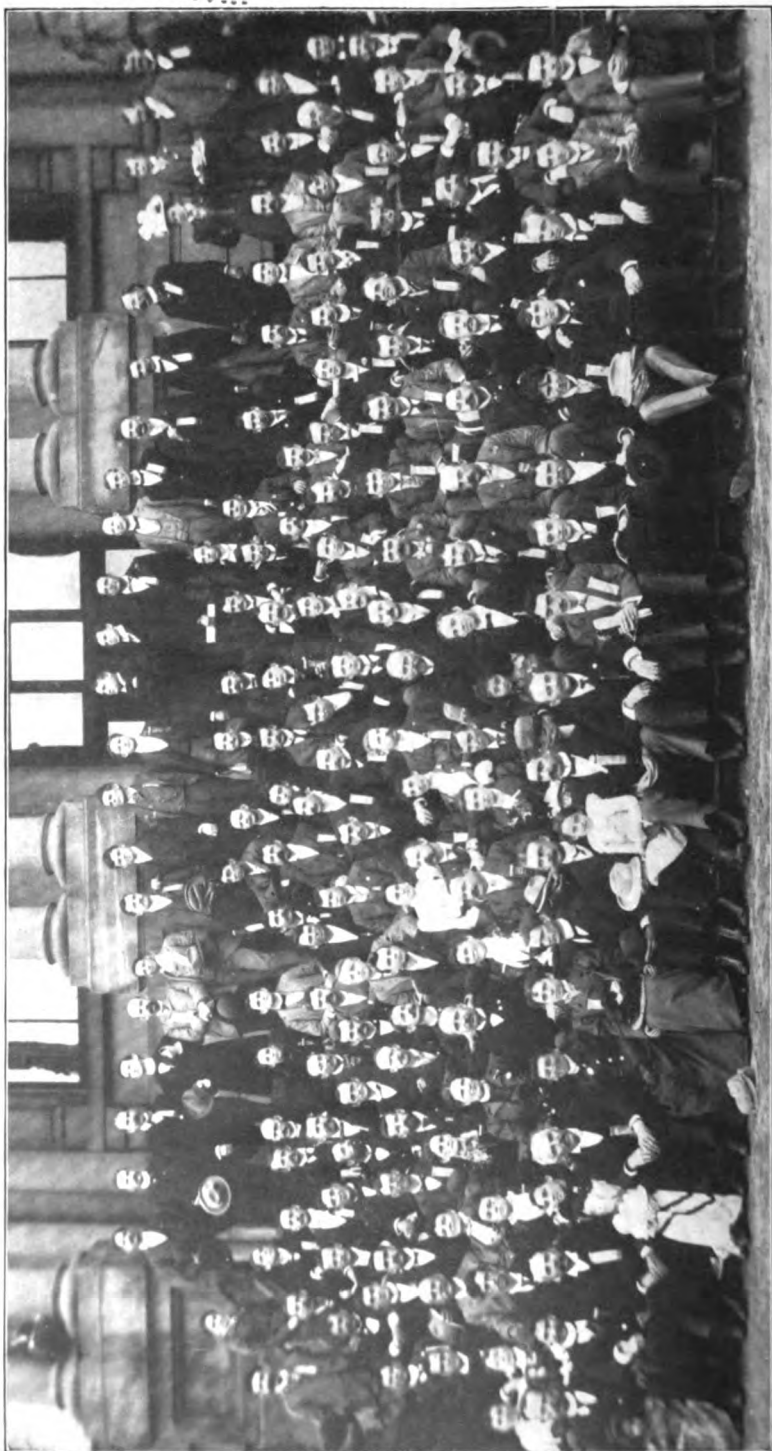
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GROUP OF DELEGATES AND VISITORS TO THE SECOND BIENNIAL CONVENTION OF THE ORDER OF RAILROAD TELEGRAPHERS,
AT PEORIA, ILL., MAY, 1899.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



ENTERED AT THE POST-OFFICE AT PEORIA,
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Subscription Price, \$1.00 Per Year.

VOL. XVI.

JUNE, 1899.

No. 6

The Second Biennial Convention.

ON THE fifteenth day of May, 1899, there gathered at Peoria, Ill., one of the most notable conventions of Railroad Telegraphers that ever assembled. Telegraphers, agents, signal men and train dispatchers were there from all parts of the United States and Canada. Nearly all of them were actively engaged in railroad business, and there were quite a number who had grown gray in the service of the corporations. Whatever may have been its fault or its virtues as a delegated body, it is not to be gainsaid that it was a fair representation of the railroad telegraphers of the present time. Every man acted as if the future welfare of the Organization depended upon his individual efforts. This caused a little friction at times, but at the close of the Convention everybody was in good humor and apparently well satisfied with results.

The delegates and visitors commenced arriving at Peoria on Saturday, May 13th, and by Sunday evening the crowds in the corridors of the Hotel Fey indicated that the largest convention of Railroad Telegraphers in many years would be assembled the next day.

The Convention met in open session in the assembly room of the City Hall promptly at ten o'clock a. m. on May 15th, and was called to order by Bro. Charles Daniel,

Chairman of the Grand Executive Committee, who, after a few prefatory remarks, introduced the Rev. Dr. Kirtley, of the First Baptist Church, who formally opened the Convention with an eloquent invocation to the Deity.

Chairman Daniel next introduced the Hon. H. W. Lynch, Mayor of Peoria. He welcomed the Convention in behalf of the city and spoke in the most complimentary terms of the Order and its members. He caused a general laugh when he said he felt entirely at home with telegraphers, because in his early days he had been what was termed a "plug." After a short address he assured the Convention that the freedom of the city was theirs, and he would be glad to extend to the delegates any courtesies within his power.

A happy response was made by Grand Chief Powell, who said in part:

"I am glad to see this meeting opened with prayer, for from time immemorial, when the mind of man runneth not to the contrary, it has been the custom to invoke the aid of Deity before starting out upon any undertaking, and we, as boys and girls, were taught at our mothers' knees the wisdom of asking the protection of Him who doeth all things well to cheer us on our way and help lighten the burdens of life. His

Honor, the Mayor, has extended to us a most cordial welcome to the city which he has the honor to represent, and at this time his words of greeting come to me with a double significance, for I know that your coming brings joy to our hosts as well as ourselves, and I wish to say to him on behalf of the delegates here today that we congratulate him on the honor which has been conferred on him by the people of this municipality.

"His Honor, the Mayor, has said to us that at one time he was a 'plug.' It is a matter of record that although he may have been a 'plug' he has not been a 'plugger,' for his record in the City Council here is clean, and I believe that he has been liberally supported, by not only the plugs of this city, but by the other railroad men, and I am satisfied that when he shall have turned his office over to his successor that his administration as Mayor of this city will have been as clean and honorable as is his record as a member of the City Council. We thank you most cordially for this splendid meeting place which you have so kindly placed at our disposal and the entertainments for ourselves and friends which you have so generously provided. No other city has been chosen for two consecutive meetings of our grand division, and this fact speaks volumes for the hospitality of your city and its people. Since our advent into your midst as citizens and neighbors, our organization has prospered and it must be gratifying to our members as they sit here today to realize and to know that we are in a healthy and prosperous condition. 'Twas little more than four years ago, it is almost forgotten now, so quickly does time run and the world make history, that all these organizations were standing on the brink of a bottomless pit; all of them divided against themselves; they and their officers were assailed by the ruthless tongue of slander and the railway men were told that their days of usefulness were over. The dense clouds which overshadowed us during the years of industrial depression have passed away, and the Organization, like the sun, has lost nothing from the splendor of its light and the genial power of its warmth and usefulness.

Honorable Mayor, allow me to say that when we have performed our duty to those we represent, and wherever our feet may

tend, we will with sincerity of heart and eloquence not born of words, attest our appreciation of the hospitality of your city,

"I am, indeed, glad to see the ladies who are present here today. I am indeed glad to know that they take an interest in our Organization, that they are interested in the outcome of our organization and its ultimate success, and I know you will indeed be an inspiration to us and to the delegates who are assembled here today to do everything that is possible and everything that is right for the advancement of the Organization."

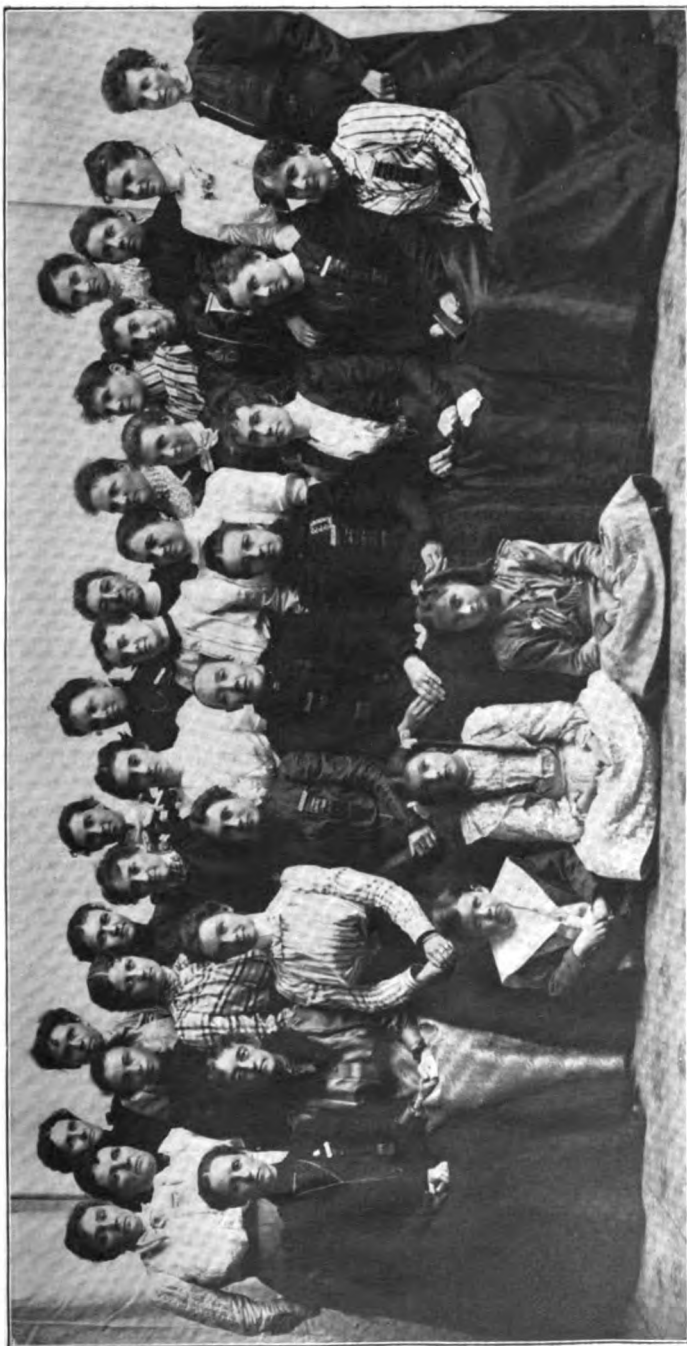
Chairman Daniel then introduced Bro. A. D. Thurston, Senior Past Grand Chief Telegrapher.

At the mention of Bro. Thurston's name a burst of applause followed. The "sponsor" of the Order addressed the meeting as follows:

"As I have said repeatedly, if there is any man that has reason to be proud of the Order of Railroad Telegraphers, I think it is your father. Standing here this morning, facing this intelligent audience, welcomed by His Honor, the Mayor, I am called back to 1886. How many of you recall how we were welcomed in 1886? What kind of a convention we held? Is there a member of this Grand Division present who was present at that meeting, besides myself? I think not. I will tell you how we were welcomed. We met in a little hall up over a drug store — it wasn't a saloon. (A voice from the audience, 'But it was in Iowa!') In Iowa we have prohibition, that may account for the drug store.

"Now, there gathered together thirty-five or thirty-seven men, I forget exactly which. The mayor was not there to welcome us; in fact there were but very few people who knew that we were in town. When we got together, about the only question was, 'What are we going to do about it?' Now, as the result of that question, 'What are we going to do about it?' we have done about it.

"There are ten thousand beings whose heart-throbs beat with us, with one mighty impulse to right the wrongs which have existed against the Telegraphers, to hold together as one man, as one member, in solid union. If there is anything that you should be proud of today it is the record of the telegraphers of North America.



A GROUP FROM THE LADIES' AUXILIARY OF THE O. R. T.

"Back in the old days, it used to be said that a printer, a telegraph operator and a bum all meant the same thing; but I am here today to tell you that the telegraphers of this country do not represent that element. Your Mayor, in talking to me yesterday afternoon in the corridor of the hotel, said to me that there had been a great many conventions met in Peoria, but he had never in his life seen a finer body of men than meets at this Convention. This is a repetition of what has been said in every country, in every state and every city that we have met in. I am proud to say that during all the history of the Conventions of the Order of Railroad Telegraphers, they have come to that city as gentlemen and gone away with the reputation of gentlemen. I never say anything about the ladies in this respect; God bless them, they are always ladies!

"Honorable Mayor, in offering us the keys of your city, I have no hesitancy, as a father and sponsor of this organization, in saying to you that they are in safe hands. It is but natural that a father should love his children, and I love my children.

"Now, brothers, if the Grand Chief was entitled to five minutes, how much am I entitled to? I thank you for the reception you have given me, and I thank you for coming here, but I want to give you just a little word of advice. Since I last met with you there were times when I thought that perhaps I would never have the pleasure of meeting you again. Now, if it should happen that I would never meet with you again after this meeting, I want you to record these words in your mind. There are only two of them. You will remember them after I am gone. In your actions, in all future events, let these words be your motto, regardless of everything. I, as your father, promise you that the Order of Railroad Telegraphers will never die. It will live long after you are gone, and those words are, 'Do right.'"

At the conclusion of the open session, Dr. Kirtley said:

"I want to just put a little red ink under what our good Mayor has said this morning, and say that as citizens of Peoria we are exceedingly glad to have such an honorable band of men and women come among us, and I am exceedingly pleased with the beautiful words of your father, and those two words that he has last spoken will ring

on down through the years to come and characterize, I am sure, this honorable band of people. When you were here, two years ago, when you came to the city I asked you to come as a body to our church, the First Baptist Church, and you came and did so nicely, and behaved so well and made such a good impression on our people, that I want to extend that invitation to every one of you this morning to come with us next Sunday evening and we will treat you just the best we know how."

Grand Chief Powell then announced the names of the Committee on Credentials and the session closed to meet again at two o'clock p. m.

One of the bright spots in the history of the Convention was the visit of Bro. F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, who was unable to be at the opening session on account of being with the Brotherhood of Railroad Trainmen, who were holding their Fourth Biennial Convention at New Orleans. Among other things, Bro. Sargent said:

"I want to say to you, my brothers, that I realize more and more the force that is possible for your Organization to develop. I take it, brother telegraphers, that you have been sent here from far and near to represent the interests of your craft. It will be well for you to heed the words I shall speak to you today, because the hour is at hand and the necessity exists to complete a powerful united Organization of the railway train service of this country. Lay aside any personalities, any jealousies, and any bickerings that may arise and come around this altar of your Organization as representatives of your several divisions, and have the interests of the men at home at heart and one fixed purpose to build up for yourselves, a more strong and useful Organization and work out your purpose in this Convention, and provide for the future as you have never provided for it before.

"The Order of Railroad Telegraphers today represents the intelligence, the brains and the mind of the railway service of America. Out of your Organization in years to come will be selected the men who will fill the highest walks of life in railway circles. I represent one branch and you another of our common Brotherhood. I can only say to you, my brothers, that you are the soul,

and the key in our work, and whatever you do, do well, with an eye single to the success of your Organization. Do not allow any selfish motive to predominate in your work, or desire to take advantage one of another, but help along the great body of Telegraphers. Set your standard high and make for yourselves an Organization second to none in this country.

"I want to say to you the day will come when the Order of Railroad Telegraphers will outnumber and outclass any Organization of railroad men in this country, because you have within you the power to do it. Do not misunderstand me; I have the highest regard for the intelligence and ability of the

finances; he must be a man both of intelligence and ability to properly fill the position.

"The operator, as he sits at the key in the dispatcher's office or in the manager's office, has opportunity to learn and store his mind with knowledge which shall place him in the direct line of promotion. Therefor I say to you, brothers, you have the privilege, you have the opportunity offered to you to fit yourself for the highest possible position of organized labor, and represent the railroad fraternities of this country. But, my brothers, do not be too anxious and impatient, not too anxious to gain ground so rapidly or you may find you have made mistakes and have to retrace your way. Let me



W. G. LEE, FIRST VICE GRAND MASTER B. R. T.

men at the "scoop." I know that the Brotherhood of Locomotive Firemen are intelligent, but the fireman has not the opportunity of drilling himself for gaining knowledge and understanding that the men of the key have, or those who are employed in the dispatcher's office and in the offices of the agents of the road. The agent comes in contact with the traveling public, the agent is authority in society; in the community he is looked up to as a representative citizen of the town where he is employed; he is required to keep the books of account of the company, and he is held responsible for the

advise you to go slow. Move deliberately in establishing your Organization until it is known and understood. There is not an operator at the key or an agent along the line of the railways but should hold allegiance to the Organization; in order to accomplish that, go out among the people and proclaim your principles honestly and fearlessly; meet every man face to face with an honest, straight-forward statement of the situation; never by word or act misrepresent or mislead, but when you set forth the benefits of the Order of Railroad Telegraphers do it as a straight-forward, fair-deal-

ing body of men. Embrace the opportunity to converse with men representing the different elements of society among railway employees of America; when that time comes with railroad men in this country, railroad operators, railroad managers, and everybody else will appreciate the full value of your Organization; then I want to say to you, you will have easier sailing, less trouble, less disputations among the membership of the Order aggravated by misunderstanding your Organization, and the Order of Railroad Telegraphers will make more rapid progress. I want to say to you your progress has been creditable; you have done exceedingly well with the Organization; you have been fortunate during the years of your existence. Who cannot look back today and see where mistakes were made, errors of the head not of the heart, the kind that creep in, that is characteristic of every Organization, that is characteristic of every human life. Where is the man here today that can go back to his earliest recollection and trace his life down to this hour that can say he has not made mistakes, but only in errors of judgement, not of the heart?

"I can look back over the years that I have been associated with the Brotherhood of Locomotive Firemen, and I can say today that it is much better able to do the work than it was before. Those who come along after us will profit by the mistakes that we have made. If there are errors in judgment and we see afterwards we can do better, let that impression remain on our minds and when opportunity comes let us do better, let us try and make each other better. Each deed which makes it better for our Organization, I would say, makes it better for ourselves.

"I believe that today the Order of Railroad Telegraphers has established for itself a position that means much to every fair minded honest man, be he an employer of labor or associated with organized labor. I don't know a man of a sister Organization that will not trust the Order of Railroad Telegraphers. In speaking for our sister Organizations who are not represented here today, we appreciate fully your assistance in wishing to carry on, hold up and accomplish the work of the Federation. We value very highly the support that your Chief has always given us, and we appreciate his good

counsel. We come to him and to you, to help protect our interests. If we can only aid you and return full measure of value to you for every kindness and each consideration shown us, we shall be glad to do so.

"This Organization must stand before the people with a record for fair dealing. We must endeavor under the existence of these Organizations to exercise good judgment in the direction and management of their affairs.

"Looking into this assembly of men here today, in your intelligent faces, I can say that out from this Convention of Railroad Telegraphers there will be an advancement which means perpetuity and success, which means increased membership, it means better conditions for the men and the Organization represented. I can assure you, my brothers, if it is my privilege at any time or any place, to do in my humble way anything to advance the interests of the Telegraphers, I stand prepared to do it. I ask in return from the membership of the Order of Railroad Telegraphers, from the Chief extending down to the most humble member of the key, that until such time as Bro. Sargent may do them an unkindly act, I may have their esteem, their respect and their good will.

"In going about this country as much as I do in the interest of the Brotherhood of Locomotive Firemen, I never fail to raise my voice and give advice in favor of some brother, or some sister Organization. While my investigation may be but very little, and my ability very small in proportion to the whole, yet I try as best I may to make the membership of these Organizations friends wherever I go. I ask of the membership their esteem and respect for such little courtesies as I am privileged from time to time to grant, as evidences of their good will until you find I am not entitled to it.

"In closing my remarks I want to say for the membership of our Organization, The Locomotive Firemen of America, that we today call you brothers. We are meeting beneath the same banner today, we are walking along side by side in the highway of life, removing obstacles here and there as best we can. Let us continue cultivating the most friendly relations, let us try to be on good terms with each other, yes, let each of us do right by each other; when we have

done that and we find a brother going wrong, let us put our hand upon his shoulder and with good counsel and advice lead him aright. Men who are weak should be encouraged by those who are strong; Organizations that are weak should be assisted by the stronger Organizations.

"During your stay in the city, brothers, if there is anything that we can do for your society to make it pleasant for you, rest assured we hope your wishes will be made known. We have not very much to offer but our hearts and our homes. Our hearts beat responsive to the hearts of our brothers of the Order of Railroad Telegraphers.

"So conduct your deliberations that when

shoulder to shoulder a united band of brothers working for the best interests of the community which they represent.

"By the good influence, which will be exercised, better results will be manifest; there will be a more united Brotherhood of trainmen in this country that will be prepared to meet all conditions that may present themselves, and maintain them with dignity and honor, and the Organizations of Railway Fraternities will stand as they do today, more influential, more effectual, the grandest representatives of organized labor the world has ever seen."

Bro. Sargent's address was frequently interrupted by the plaudits of the Conven-



T. R. DODGE, SECOND VICE GRAND MASTER B. R. T.

the record of this meeting closes, and the parting word is spoken and you are called to your several places of abode, you can carry back to the men you represent a most glorious report of the prosperity and success of the Order of Railroad Telegraphers, and the next two years will be marked with rapid improvement, increased membership of the Organization, greater influence, and better conditions of labor. The Order of Railroad Telegraphers, The Brotherhood of Locomotive Firemen, The Order of Railway Conductors, and The Brotherhood of Railroad Trainmen will be found marching

tion, and the handshaking he received afterwards was enough to cripple any ordinary man.

THE CIGARMAKERS.

At the afternoon session on Friday, May 19th, representatives from Cigarmakers' Union No. 118 were received and given a most cordial greeting. They were Bros. Ourton, Stroble and Miller. Bro. Stroble spoke in part as follows:

"*Grand Chief, Officers and Delegates of the Telegraphers' Convention:* We represent Union No. 118, of Peoria, Illinois, a branch of the Cigarmakers' National Union

of America. We have been advised that your grand Convention would take action in considering the matter of the blue label. We come to you to extend to you our sincere thanks. We hope when you return to your respective homes that you will further aid us by recommending the same, not only among your organization, but your friends. We do not intend to intrude on your valuable time knowing that you have lots of business on hand; but if you feel so disposed before you close your Convention as to adopt a resolution recommending our blue label to your craftsmen, it would be of the greatest interest and benefit to our organization. We have only recently come to the conclusion among the local officers to do this, and we have had no meeting since, consequently are not prepared for talk of any kind, but we hope you will do this for us, and we thank you for the favors you have shown, and we also thank you in advance for favors you may do in the future, (Tendering a package of blue label boxes.) We herewith present the compliments of Union No. 118. Wishing for the welfare and prosperity of your noble organization, we thank you."

Grand Chief Telegrapher Powell replied as follows:

"*Mr. President:* I desire to say on behalf of the Grand Division that at its last session, and I believe in the session previous to that one, that we went on record as endorsing the Blue Label of your organization, and that as an organization we shall do so again this time. If we be instrumental in teaching our members to patronize only those goods that bear the Union Label we shall be indeed glad, as we desire to help others at the same time that we help ourselves. Organized railroad telegraphers sympathize with all other trade unions. We thank you very much for the little token which you have left here this afternoon as illustrating your appreciation of our organization and its members. I judge that those who think while they are smoking will be glad to think of you and the Order that you represent."

THE BOAT RIDE.

The hospitality of the citizens of Peoria was unbounded. One of the most pleasant entertainments provided for the delegates and visitors was a moonlight excursion on

the steamer City of Peoria up the Illinois River. The steamer left the landing at eight o'clock in the evening of Thursday, May 18th, with a jolly crowd on pleasure bent.

A string band discoursed sweet music and the dance was on almost before the steamer left the landing. Refreshments were served at various places on the steamer. Ice cream, cakes, coffee, ham sandwiches, etc., in the ladies' cabin, while on the lower deck claret punch held sway. The crowd was great, but everything was conducted with such method and precision that there was nothing to mar the pleasure of the occasion. Although good things to eat and drink were in abundance and free as the air, to the credit of the delegates and visitors be it said, there were no excesses of any kind, and they were as well behaved a lot of people as ever went out for a good social time. All of which goes to prove that liberty is never misused by the intelligent.

The trip was over by 10:40 p. m. and the crowd returned to their hotels delighted with the evening's experience and loud in their praise of the splendid treatment they had received at the hands of Peoria's hospitable citizens.

RESOLUTIONS.

The following report of the Committee on Resolutions, Petitions and Greetings will convey some idea of the many courtesies shown the delegates and visitors:

REPORT OF COMMITTEE ON RESOLUTIONS.

PEORIA, Ill., May 24, 1899.

The officers and delegates of the Grand Division of the Order of Railroad Telegraphers assembled in second biennial session in the City Hall, at Peoria, Illinois, greeting.

Your Committee on Resolutions transmit herewith copies of the resolutions receiving favorable consideration, and recommend that they be adopted, to-wit: In the matter of the courtesies extended by the Postal Telegraph Company; the Western Union Telegraph Company; J. W. Franks & Sons, publishers; Peoria Lodge No. 20, B. P. O. E.; the Cleveland Business Men's League, of Cleveland, Ohio; the Pullman Palace Car Co., represented by Wm. H. Patterson, and the Wagner Sleeping Car Co.; Division No. 58, of the Order of Railroad Telegraphers, Wilmington, Del.; West Bluff Lodge No. 197, Knights of Pythias, of Peoria; Ladies' Society

of the Brotherhood of Locomotive Firemen, Hazel Lodge No. 3; Court Glen Oak No. 3027, Independent Order of Foresters, Peoria; Peoria Lodge No. 250, Knights of Pythias; Creve Coeur Club of Peoria; Temple Lodge No. 46, A. F. & A. M., of Peoria; Peoria Lodge No. 15, A. F. and A. M.; the American Spirits Mnfg. Co., Peoria, Ill.

To all of the above-named the Grand Division of the Order of Railroad Telegraphers, assembled in their second biennial convention, beg to acknowledge the courtesies extended by you, and herewith severally and collectively indicate their great appreciation to you for your warm greeting, kind invitations and generous hospitality.

generous welcome extended on our arrival in the city, and the City Council of the city hereof, for extending to us the use of their Council Chamber during the sessions of our Convention, and we note in this regard that we have been occupying the most elegant and commodious quarters that it has ever been our privilege to enjoy for the use and purpose of our Convention at any session of our Grand Division.

To the Central Street Railway Company of Peoria:

The officers and delegates of the Grand Division of the Order of Railroad Telegraphers, assembled in their second biennial session, beg to acknowledge herewith your



VAL FITZPATRICK, THIRD VICE GRAND MASTER B. R. T.

To the Honorable H. W. Lynch, Mayor of the City of Peoria; to the City Council of the City of Peoria, the Rev. Dr. Kirtley, and the citizens of Peoria, greeting:

The Grand Division of the Order of Railroad Telegraphers assembled in their second biennial session in your city, beg to acknowledge your generous hospitality and courtesies extended our members during our sojourn in Peoria in attendance upon our Convention, and the officers and delegates of said Grand Division, for themselves, and in behalf of the members of the Order of Railroad Telegraphers, especially thank His Honor, H. W. Lynch, Mayor, for his

courteous invitation to accept an excursion over your line, and highly appreciate the hospitality so generously extended.

To the Members of the Cigar Makers' Union No. 118, of Peoria, Ill.:

The Grand Division of the Order of Railroad Telegraphers, assembled in second biennial session, in Peoria, herewith indicate their great appreciation for your generous welcome and thoughtful hospitality. The samples you left of your manufactured articles demonstrate to our satisfaction that Blue Label, or union made cigars, are the best.

To the Brotherhood of Locomotive Firemen, Grand Lodge, Peoria, Ill.:

The officers and delegates of the Grand Division of the Order of Railroad Telegraphers desire to thank you for courtesies extended while in attendance upon their Convention in this city, and desire especially to thank the Hon. Frank P. Sargent, your Grand Master, for his generous welcome, hospitable greeting, kind encouragement, and valuable advice in his address before us during our session.

Respectfully submitted,

M. M. DOLPHIN,
Chairman.
S. D. HOWARD.
T. W. BARRON.

COMMITTEES.

The personnel of the committees appointed was as follows:

Credentials—R. P. Neil, Chairman; F. M. Lechner, Secretary; A. A. Adkins, F. S. Werner, T. W. Duffy, W. H. Allison, L. N. Parsons.

Constitution—S. W. Hiller, Chairman; A. B. Stilwell, Edw. Davis, G. P. Grogan, P. A. Leitch, S. A. Konenkamp, P. E. Wright.

Statutes—J. N. Nelligan, Chairman, D. O. L'Esperance, G. B. Burnett, T. B. Spencer, G. E. Joslin, E. L. Kelley, J. W. Hickey.

Local Divisions—Wm. Clancy, Chairman; J. S. Briant, A. J. Stenger, M. S. Davis, C. S. Turner, P. D. Sell, V. W. Brooks.

System Divisions—J. A. Newman, Chairman; F. J. Reynolds, G. C. Reed, B. A. Meyer, L. M. Tudor, F. S. Werner, C. W. Baynham.

Grand Officers' Reports—T. W. Duffy, Chairman; F. M. Lechner, P. H. Marston, W. H. Allison, A. A. Adkins, L. N. Parsons, C. K. Farley.

Finance and Salary—J. N. Weiler, C. B. Clark, R. H. Reynolds, W. B. Drown, C. S. Turner, W. T. Casey, W. A. Purkett.

Printing—F. G. Sinclair, J. B. Coniff, J. H. Madore.

Legislation—J. N. Weiler, J. R. Cardinal, Robert Hawk, F. J. Reynolds, J. J. Dunn.

Labor and Statistics—H. C. Mawhinney, W. L. Webster, C. E. Layman.

Resolutions—M. M. Dolphin, W. W. Shope, T. W. Barron.

Rules—C. Daniel, B. A. Meyer, E. S. Brown.

Ritual and Secret Work—P. H. Enright, W. E. Maloney, C. M. Hurlburt.

Minutes—S. W. Hiller, J. H. Abrams, C. S. Houser.

Press—H. C. Snyder, J. A. Newman, W. E. Frasher.

Special Committee on Insurance—W. H. Allison, J. G. Garland, F. A. Baldwin, R. H. Reynolds, S. D. Howard.

Committee on Revision of Constitution and Statutes—S. W. Hiller, Chairman, 3700 Haverford Ave., W. Philadelphia, Pa.; J. A. Newman, Wichita, Kan.; F. S. Werner, Lockhart, Tex.; J. N. Weiler, Mauch Chunk, Pa.; W. H. Allison, 70 Melbourn Ave., Parkdale, Toronto, Ont.

SOME CONSTITUTIONAL CHANGES.

The title of the executive head of the Order has been changed from Grand Chief Telegrapher to that of President.

The First Vice President is an elective officer.

The Second and Third Vice Presidents will be appointed by the President.

The title of the Grand Executive Committee has been changed to that of the Board of Directors.

The title of the Grand Secretary and Treasurer has been changed to that of Secretary and Treasurer.

The titles of officers of subordinate Divisions are now Local President, Local Secretary and Treasurer, etc.

The initiation fee has been established at \$3.50.

The application fee of one dollar for admission to the Mutual Benefit Department has been re-established and will go into effect on June 15th, 1899.

GRAND OFFICERS.

The result of the election of Grand Officers was as follows:

President—W. V. Powell.

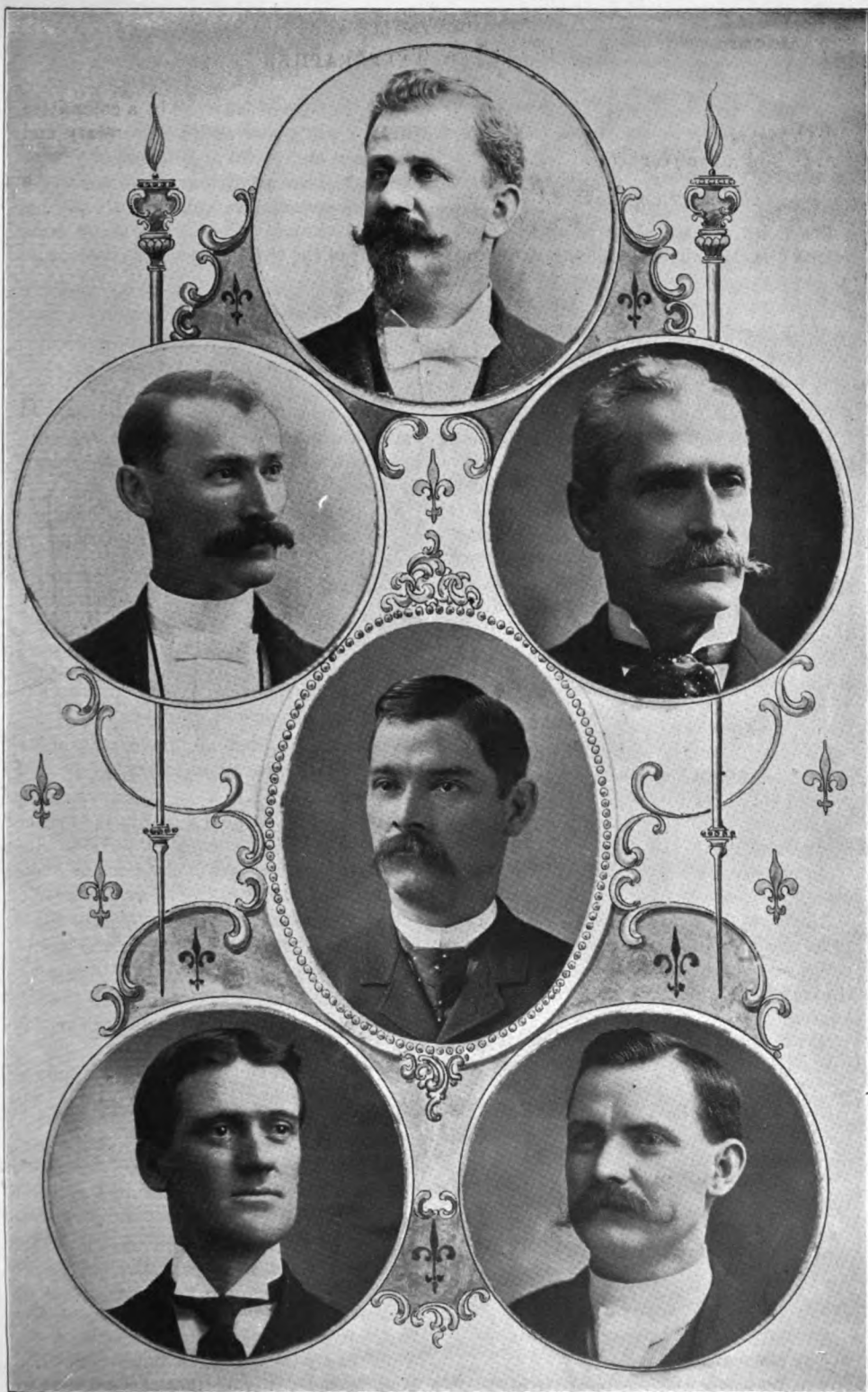
First Vice President—M. M. Dolphin.

Secretary and Treasurer—H. B. Perham.

On account of Bros. W. White and C. L. French resigning, it was necessary to elect a complete new Board of Directors, resulting as follows:

F. J. Reynolds, four year term.

L. A. Tanquary, four year term.



GRAND OFFICERS, O. R. Google

A. B. GARRETSON, A. G. C. C.
T. S. McRae, C. C. S.

C. H. WILKINS, G. S. C.
F. E. CLARK, C. C. C.

C. STUART, TRUSTEE STEE 331
W. I. MARSHALL, C. S. & 1000

C. Daniel, four year term.
 S. C. Mahanay, two year term.
 A. O. Sinks, two year term.

THE NEXT CONVENTION.

The Third Biennial Convention will meet on the first Monday in September, 1901, at

a point to be decided upon by a committee consisting of the President, Secretary and Treasurer, and Board of Directors.

A copy of the printed proceedings of the Second Biennial Convention, with the reports of Grand Officers, will go to each member of the Order as soon as ready.

Convention Notes.

BY ONE OF THE BOYS.

The 1899 Convention is now but a memory. The twelfth regular session of the Grand Division was a peach.

Hard work and jolly times was the order of business each day.

Houser, of 162, was heard from frequently.

Clint Hill showed the boys the town by gas-light.

Boggs, Jr., was the sweetest baby in the bunch.

Snyder, of 118, was the Ward McAllister of the Convention.

Reynolds, of 1, was nick-named "Duke De Orleans," by the boys.

Senator Tanquary, 49's Dewey, was on hand, open for all engagements.

Chambers, of 248, was lost in the crowd, but we gave him "One Alone" and he was right at home.

Maloney, of 227, never missed anything, even if he was in bed.

Brooks, of 34, says there is *Nunn* like her. "She was bred in Old Kentucky," etc.

Foster, of 227, wouldn't let Gross climb through the transom, which started a rough house.

Hawk, of 52, never failed to catch his bird.

Electric cars were too slow for Drown, of 43. A good livery rig suited him better.

Several of the boys took Doc. Baynam for Mike Dolphin, until the latter appeared on the scene.

Howard, of 3, kicked against the Sunday trolley-ride. He said it would interfere with his fishing trip.

Madore, of 52, lost lots of sleep waiting for his room-mate's return from night sessions.

Senator Duffy, of 114, wouldn't take a bluff at any stage of the game.

Ask Joyner, of 114, how he got in his berth the first night out from Nashville.

Did it ever occur to your distorted and wrinkled minds who I am? I am J. J. Dunn, and there are times when one finds himself all alone.

Ask Konenkamp, of 52, how far a fellow has to drop before he strikes land when he steps off into space.

Dick Jelly, of 7, was much sought after by the girls, but he remained true to "only one," and she was absent.

Mahanay, of the Grand, congratulated Farley on his heirship to the fortune left him by an old uncle in England.

Trader, of 72, had all kinds of trouble trying to gain recognition, even when he had the chair.

Dacres, of 16, secured a seat in the center of the house, so he wouldn't have to rise from an obscure corner of the room, as heretofore.

Daniel, of the Grand, made a good race, but the "Old Hoss" beat him on the home-stretch.

"Crip" Wilson, alias "The Texas Steer," was present on all occasions as speaker for the Junior House.

Quick, of 171, and Werner, of 22, believe in early morning strolls. They say it improves the appetite.

Coniff, of 17, never missed any of the parlor sessions.

Rudisail, of 70, wants to secure a position on the Big Four. Peoria or vicinity preferred.

Hamel, of 7, didn't forget the Queen, on May 24th.

Farley, of 27, could always cop out the best on first sight. McCullough, of 31, could easily take it away, but when Gilliland flashed a fifty, neither of them were in it for a minute.

"Ramsay, of the Grand," and "Just one word more, boys, then I'm through," could be heard every few minutes.

Abrams, of 49, was on deck, as usual, with his little oil can, to smooth the troubled waters, but forgot to tip the can on a few occasions.

Ahern, of 43, and Brown, of 9, made a good team, until the latter lost out.

Chenoweth, of 32, the kodak fiend, secured pictures of everything in sight.

Jim Hart and wife, of 23, left for Knoxville, after the Convention, to visit the scenes of Jim's boyhood days.

When the invitation to visit the distillery was read, a motion was made to adjourn at once to accept the same. Who made the motion? Boggs, of 31.

Purkett, of 23, took in the sights in a wheelbarrow.

The boat ride was the star pleasure of the Convention. The Peoria boys brought out their Sunday girls galore. Then gave some of the girls a chance to select their own escorts. Ain't I Wright, Percy?

Turner, of 19, and McCoy, of 22, always occupy a box when they go to the theatre. Pete West's.

Finnan, of the Grand, and Seitz, of 31, were as inseparable as the Siamese Twins.

Lechner, of 31, will never oversleep in the morning hereafter. He bought an alarm candle which never fails to work.

"Brown's in town," but his voice from the gallery failed to reach the chair, in a protest.

Stilwell had to hurry away, as several Grievance Committees were waiting for him to pilot them.

Marci, of 170, pulled hard to take the Convention to Washington in 1901. He guaranteed all a jolly good time if they come. If you get it in Washington, you won't have to pay fare or walk. Eh, Marci?

Grossnickel, of 248, first got "Nix-cum-a-rouse," but someone stole his title. Then he tackled the S. O. Co. and landed in Glen Oak Park. He says it's only a short distance out there, but was a long way back. That's what Kirk said to Patrick.

Withrow, of 34, best known as "Bill Nye, Jr.," had a play all to himself, entitled "Who Trowed Dat Kuspidoor." Words by R. P. Neil; sung by the Fairy Glee Club, to the tune of "Two Step Charley." The play ended in a tragedy, called "I'm After You."

The Webb C. Ball Co. exhibit of watches, in Room 23, Fey Hotel, was the cynosure of all eyes. The O. R. T. and Little Queen watches were the favorites. Bro. F. N. Gear, of Forest City Lodge No. 10, B. of L. F., and Thos. A. Murphy, of Erie System Division No. 42, O. R. T., did the honors.

Sentences that echo: "Do right."—Thurston. "Be fair."—Ramsay. "Protect the membership."—Abrams.

Everything passed off lovely and everyone went home satisfied. Now that we are again at our homes, let each one of us work hard for the good of the Order, so that when we



W. J. DURBIN, O. R. C. INS. COM.

meet again in 1901 we will represent double the number of telegraphers we represented this time. We can all find good material to work on. So let each of us put our shoulder to the wheel and work with a will. Let us reach the twenty thousand mark by 1901. If you will put forth your best efforts, boys, we can easily do it. Remember "Daddy" Thurston's advice, "Do right."

I sincerely hope to meet you all again at our next Convention, together with many new faces.

T. W. LUSK.

THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 11 IS DUE ON JULY 1, 1899. TIME FOR PAYMENT EXPIRES AUGUST 31, 1899.

The delegates to the Second Biennial Convention concluded that the laws governing the mutual benefit department were not in need of amendments, and beyond straightening out some matters that were in conflict with other parts of the constitution, no material change was made. The application fee of one dollar, which has been suspended since March, 1898, was restored, as this revenue is needed to meet the running expenses of the department.

On and after June 15, 1899, the application fee of one dollar will be collected from each member applying for admission to the department.

Article 10 of the laws reads as follows :

"Fraudulent or false statements made to procure the issue of a certificate shall be sufficient cause for the revocation of the same or the non-payment of any claim arising thereunder."

The first claim to be rejected by this department was that of the beneficiary of a deceased brother whose application showed him to be in good health. He died suddenly, and investigation developed the fact that he had suffered from affection of the heart for many years.

CLAIM No. 6.—Amount \$500, was paid May 31st to Erma L. Steurer, of Powhattan Point, Ohio, the widow of Brother William R. Steurer, of Belpre, Ohio, Division No. 12, who died February 24th, 1899, from typhoid fever.

PLAIN LIFE INSURANCE.

In these present days, when the original idea of a pure protection of the insured family or dependents has been surrounded by legal reserve insurance with a maze of

investment features to such an extent the original and principal idea has been relegated to the background, it is well and wise to consider the protection afforded by a plain life insurance policy or certificate, such as is used by the truly mutual companies and fraternal insurance Orders, from a point other than the one set forth by the legal reserve companies and the advocates of their system, and to dispel the possible doubts in the minds of many as to the wisdom of insuring under the assessment system, under a plain, unmixed pure life-insurance certificate.

The true investment is in the sum of money the man who insures his life leaves to the family, a capital on which he merely pays the interest or installments during his life time, and which capital reverts in its entirety, and protected from any possible garnishment, to those for whom it was intended. Whatever else is tacked onto a life insurance policy in the nature of an investment is only a bait to catch the unwary and ignorant, for in no case can a life insurance company under the legal restrictions under which it operates offer for such a side show the same returns as can be offered by an investment company that has for its objects and purposes the handling of investment moneys from a pure financial investment point.

From year to year the world has witnessed an unimpaired progress and development of specialties in various professions and vocations and, in fact, in every domain of science and art, so that there is but the minority left to cling to the old doctrine of embracing too many branches. And this truth very forcibly applies to the insurable policy in which all other features predominate to the detriment of its original purposes—the pure life insurance, which in itself is a secret investment secured exclusively for the benefit of his dependents by the man who provided for the insurance of the policy and its maintenance.—*The Pathfinder.*

Gleanings

The absent have their faults and the present their excuses.—*Chicago Daily News.*

Liquid air has been found to be a high explosive having twenty times the power of dynamite.

A strike of enormous proportions is threatening to take place among the textile and kindred trades in Saxony, Germany.

The Hoosac tunnel on the Fitchburg railway is the longest American tunnel, being four and three-quarter miles in length.

A sinking vessel in the English channel summoned relief from a point twelve miles away with wireless telegraphing April 30th.

A man who will not be true to his union can not be true to his God and his country, his neighbor or himself.—*Labor Journal, Zanesville.*

The longest tunnel in the world is the St. Gothard, on the line of railway between Lucerne and Milan. It is nine and a half miles long.

"At least seven-tenths of the capital and eight-tenths of the labor are today under the corporation flag," says Senator Chauncey M. Depew.

The city of Detroit has appropriated the sum of \$7,000 for public concerts this summer, and none but union musicians will be engaged to furnish the music.

The chances of fatal accident in railway travel are very slight, only one being killed in 10,000,000. Statistics show that more are killed by falling out of windows than in railway accidents.

The gross earnings of seventy-eight railroads for the third week of May were \$8,056,064, an increase compared with the corresponding period of last year of \$452,619, or 5.95 per cent.

The healthiest spot in the world seems to be a little hamlet in France named Aumone. There are only forty inhabitants, twenty-five of whom are eighty years of age and one is over one hundred.

The reason employers object to unions is because it means higher wages for the workmen. Now, will some one please tell us why workmen should object to unions?—*Independent, Binghamton.*

Thirty-five carloads of machinery, material for ten locomotives built by an American firm for the Government of Sweden, were received at Newport News. The material will be shipped in an American vessel for Sweden.

Labor unions have a mission. They are on earth to do good for all who wish to be benefitted. The trades union constantly struggles for the welfare of its members. Despite antagonism of enemies and indifference of laggards, labor unions are successful.—*Labor Journal.*

Men talk of selling land! Who could or can sell to us? The notion of selling for certain bits of metal the land of the World Creator is a ridiculous impossibility. Properly speaking, the land belongs to these two—to the Almighty God and His children of men that have worked well on it, or that shall ever work well on it.—*Thomas Carlyle.*

Give to the workingmen the eight-hour workday and then they would have more time to read, and as their knowledge increases by reading they would think more and they would be at liberty to think and study of the corruption that has come through the power of corrupt political rings, in municipal, state and national matters. The only hope for the American people to become free citizens and to purify the Government is through studying the economic questions of the day.—*Critic Oneonta.*

A complimentary resolution adopted by the directors of the New York Central Railroad has been handsomely engrossed for presentation by President Callaway to William Buchanan, who recently resigned the position of superintendent of motive power and rolling stock of the entire system, after a continuous service with the company of fifty-two years.

* * *

Railway companies are usually put to a good deal of expense in cleaning stock cars which have been emptied of stock for the return trip. The Chicago & Northwestern Railway has a cheap method of disposing of this work at some of the points along its line. The cars are side-tracked and cleaned by farmers, who dispose of the manure by hauling it away to their farms, being glad to avail themselves of such opportunity, as a recompense for the labor of cleaning the cars.

* * *

A curious invention for the protection of bank checks has recently been patented. It consists of a number of disks, so that any combination of numbers may be formed. The characters are heated to branding temperature by means of electricity, and, on being pressed to the surface a check or similar paper, the amount named thereon is burned by a process which defies the usual methods resorted to by check raisers. Devices are provided so that the work can be done quickly.

* * *

The familiar, deep-toned signal whistle of American locomotives has only lately been introduced on English railway lines. Until very recently the old fashioned, shrieking whistle has been made to do duty in warning John Bull of approaching trains. The deeper-toned whistle, like that of the siren, not only carries further than the old-time English steam whistle, but serves to arrest attention as well at short distances. The ear-piercing shrieks have long been one of the most unpleasant details of railway travel throughout England.

* * *

The closing lecture in the course of special railway lectures at Purdue University was delivered on May 2d by the Hon. D. P. Baldwin, of Logansport, Ind. Judge Baldwin, who is known as a close student of economics, took for his subject "Railway

Prejudices," treating the subject from the standpoint of the general public. He gave the history and causes for the prejudices which very generally exist in the public mind against railways, showing that these prejudices were in the beginning well founded, but that in later years conditions had materially changed and that methods of railway management and operation were no longer subject to the abuses which held in former years. The subject was ably handled and the case of the people was stated with fairness and impartiality.

* * *

In the last issue of THE RAILROAD TELEGRAPHER among the gleanings appeared an article clipped from an exchange reflecting upon the management of the National Cash Register Company and the Dueber Watch Company. We are informed by both firms that the article is untrue in every particular and that their employees are exceptionally well treated. They have never had a strike, nor even a complaint from their employees and evidently do not intend that any cause for complaint shall exist. Instead of women's wages being reduced by the National Cash Register Company their pay has been increased steadily every year.

This is published to correct a wrong statement that crept into our columns inadvertently during the rush caused by the Convention.

* * *

The Association of Railway Telegraph Superintendents held their annual convention in Wilmington, N. C., last month. The association decided to hold its next annual session in Detroit, Mich., on the third Wednesday in June, 1900. The following officers were elected for the ensuing year: President, L. B. Foley superintendent of telegraph, Delaware, Lackawanna & Western Railway; vice-president, W. F. Williams, superintendent of telegraph, Seaboard Air Line; secretary and treasurer, P. W. Drew, superintendent of telegraph, Wisconsin Central Line. The feature of most general interest at the convention was a successful demonstration of Marconi's wireless telegraphy, made by Mr. William Maver, of New York, author of "American Telegraphy." Thomas A. Edison, the wizard of Menlo park, attended the convention as the guest of the association.

PERSONAL MENTION

BORN.—To Bro. and Mrs. M. L. Howes, of Belington, W. Va.; a fine O. R. T. boy, on May 28, 1899.

BORN.—To Bro. and Mrs. A. H. Brodeur, of St. Damase, Que., a fine eight pound O. R. T. girl, on April 22, 1899.

BORN.—To Bro. and Mrs. W. H. Morris, of Greenville, Tenn., a fine ten pound O. R. T. girl. The mother and baby both are doing well.

BORN.—The home of Bro. and Mrs. W. H. Meek, of Mitchell, Colo., was happily blest on April 23d by the arrival of twins—a boy and a girl—all are doing well.

WANTED.—Present address of G. P. Runkle; last heard of in Washington, D. C.

W. C. PONDER,
Minden, La.

BRO. P. K. HEURING, of Petersburg, Ind., was elected town treasurer at the May election. He represented organized labor in his candidacy and ran away ahead of his ticket.

BRO. J. A. LECANDA has severed his connection with the Mexican National Railway and is now agent for the Mexican Central Railway at San Luis Potosi, one of the most important Railroad points in Mexico.

WANTED.—Present address of Bro. J. E. Watson, formerly of Riverton, Ky. If you see this "W" write me.

W. E. ALLEN,
Tong's, Ky.

DIED.—Bro. John McKee, at Mono Road, Ont., Tuesday, May 23, 1899, aged 29 years and 5 months. Bro. McKee was agent for the C. P. R. at Melville Junction, and an honored member of C. P. R. Division No. 7.

WANTED.—The present address of Bro. C. W. Bostwick. Last heard of was working on B. & M. R. R. in New Hampshire. If you see this "Bosky" write me.

C. R. BRINER,
Opr. C. & O. Ry.,
Tong's, Ky.

WANTED.—The present address of George W. Pitt, a telegrapher; last heard of he was in Chicago, Ill., in 1880 or 1881. Any one who can give me any news of him will confer a great favor by writing his son,

W. E. PITT,
Box 553, El Paso, Texas.

WANTED.—The present address of Evan Williams, locomotive fireman. Last heard of was firing "extra" out of Lordsburg, N. M., on the Southern Pacific Railway. Anyone knowing his whereabouts will confer a favor by writing to D. H. Williams, Crested Butte, Colo. His mother is very anxious about him.

THE War Department made public on June 5th, reports from the chief signal officer at Manila, who speaks in high praise of the work of both officers and men. It is gratifying to note that Corporal Fred Shalda, of Ogden Division No. 149, and Private Tracey E. Inman, an attached member of the Grand Division, are both mentioned for distinguished services for repairing a line under heavy fire.

BRO. S. H. EAKIN, of Pittsburg, Pa., Division No. 52, who has not missed an O. R. T. convention in ten years, was taken sick with typhoid fever in March, and after a long siege recovered sufficiently to show up at Peoria before the convention closed. A relapse followed, and on Thursday, May 25th,

he went to the Cottage Hospital at Peoria where he stayed three weeks. Thanks to the splendid treatment received there, he is now all right again.

MARRIED.—Bro. Frank G. Allen and Miss Hattie Casterline were united in marriage at Leavittsburg, Ohio, May 3, 1899. Bro. Allen is agent for the Pittsburg and Western Railway at Leavittsburg, which position he has held for the past fifteen years. He joined the Order in the year of its incipency, 1886, and has been a consistent member ever since. The pretty bride is one of Warren's most esteemed young ladies, and

until lately resided at Wilkinsburg, Pittsburg. All extend their most hearty congratulations.

MARRIED.—At the residence of Mr. Wm. Pate, Sikeston, Mo., Thursday night, May 11, 1899, Bro. Lowndes D. Randol and Miss Lula E. Johnson, Rev. A. J. Green officiating. The groom is agent and operator for the St. L. I. M. & S. Ry. at Moorehouse, Mo., and a member of Missouri Pacific Division No. 31. The bride is an accomplished and beautiful young lady, and the only daughter of Mr. A. C. Johnson, of near Sikeston. Our congratulations.

CERT. 17.



W. H. BUDD, O. R. C. INS. COM.



J. E. ARCHER, O. R. C. TRUSTEE.



MISCELLANY

The B. R. T. Convention.

THE Brotherhood of Railroad Trainmen held their Fourth Biennial Convention at New Orleans, La., convening there on May 8th. It was more largely attended than any of their previous conventions, and everything indicates that they are on the crest wave of progress and prosperity.

The Railroad Trainmen's Journal for June says:

"The greatest event in the history of the Brotherhood of Railroad Trainmen, its Fourth Biennial Convention, is an event of the past, and another very important page

has been added to the historical archives of the organization that will be a credit to the business ability of the representatives as long as the Brotherhood lives.

"It was the greatest gathering of representative laboring men that ever came together, not only in point of numbers, but in point of intelligence, deportment and business, that has never been surpassed by any legislative body of its kind. From the presiding officer to the last delegate there was a disposition to perform the business of the convention fairly, honorably, considerately, and for the best interests of the Brotherhood of Railroad Trainmen.

"The delegation was a revelation to the



P. H. MORRISSEY, GRAND MASTER B. R. T.

people of the South; they were unprepared for such a body of representative railroad men, and when they were informed that these representatives left behind them 34,000 more men equally as good, they were glad to welcome the delegation to their city, and to do honor to the great cause of organized labor.

"It would be impossible for a delegation to legislate to suit everybody, but the *Journal* feels that the great majority went to their homes well satisfied with the work of the convention and the general condition of the Brotherhood of Railroad Trainmen.



A. E. KING, GRAND SECRETARY AND TREASURER
B. R. T.

"The election of officers resulted in the return of Grand Master P. H. Morrissey, First Vice Grand Master W. G. Lee, Second Vice Grand Master T. R. Dodge, Third Vice Grand Master Val Fitzpatrick, Grand Secretary and Treasurer A. E. King, and Editor and Manager of the *Journal*, D. L. Cease.

"The Board of Grand Trustees, after August 1, 1899, will consist of James Hurlbut, of Lodge No. 186, Chairman; C. T. Salisbury, of Lodge No. 24, Secretary, and H. W. Belnap, of Lodge No. 116.

"The Grand Executive Board, after August 1, 1899, will consist of Bros. D. McNamara

of Lodge No. 379, Chairman; R. J. Powers of Lodge No. 71, Secretary, and W. T. Newman of Lodge No. 446.

"All of the officers on the two boards are newly elected, with the exception of Bro. Salisbury, who has served for the preceding two years as Secretary of the Board of Grand Trustees. The officers elect are all old members of the Brotherhood, each one of them is actively engaged in the service at present, and each is a beneficiary member of the Brotherhood.

The O. R. C. Convention.

THE twenty-seventh regular session of the Grand Division of the Order of Railway Conductor's convened at Detroit, Michigan, May 9, 1899. Owing to the distance between headquarters full particulars as to the convention have not yet been obtained.

There was a large gathering of delegates and visitors and everything indicates that the Order of Railway Conductors is enjoying its full share of the prosperity that has of late years been accorded all of the railroad employees' organizations.

On another page will be found half tone engravings of the Grand Officers who will have charge of the affairs of that organization for the next two years.

The Marston Signal System.

RAILWAY operating and transportation officials have manifested much interest in the new signal system, devised by J. B. Marston, Division Superintendent of the Delaware, Lackawanna, and Western road. This new signal system is simple in construction, safe in operation, and perfect in affording visible communication between two trains. Two large bull-eyes are placed on top of the caboose cupola, one on each side, and they are connected by a brass or steel rod. Arms extend upward from this rod, and to these are attached discs or glass ovals which move backward and forward, covering and displaying alternately the light from the bull-eyes. Large red flags are also attached to these arms, and they wave automatically with the discs.

The rod is connected at each end with bars running down to the trucks. Steel

arms attach the bars to the axles, and when the wheels turn the bars are moved upward and downward. By this way the flashing of the lights is governed entirely by the revolutions of the axle; hence, when the caboose is at a standstill there is a steady light or danger signal, and the moment the caboose is moved again the lights alternate.

The interval in the flashing of the lights is regulated by a worm wheel on the axle, mathematically calculated, so that the number of flashes per minute indicate the precise speed of the train per hour. Thus, if there are but five flashes per minute the

moment it is stopped. In the event of a break in two on an up-grade and the rear section should start back, an approaching train could easily see by the frequent changes of light that the train was coming down instead of going up the grades. The flashes increase in rapidity when the motion of the train is reversed.

While this signal is particularly adapted to night service, on account of the inability of any one to judge speed or distance of trains from looking at ordinary lights at night, it is an equally good day signal, as the flags attached to the discs which cover



D. L. CEASE, EDITOR AND MANAGER *Railroad Trainmen's Journal.*

interval of twelve seconds between changes of lights shows plainly to the train following that the train ahead is running slow; hence, the necessity of caution; while if the flashes show from twenty to thirty flashes per minute, it shows that the train ahead is moving at a good rate of speed. This allows the train following to keep on going.

In the event of a train breaking in two on a down grade the engineer can look back and see how fast the rear section of the train is coming on, and he can also tell the

and uncover the lights at night give the same warning as the flashes of light do by night. The "wigwagging" of the flags is made at the same regular intervals. Superintendent Marston has had a model of a caboose built on a scale of $\frac{1}{4}$, which is equipped with one of these signals. Practically, these disc and flag signals give the engineer communication with the rear end of his train at night or day, and in case of a break the man at the throttle can regulate his speed according to the requirements.

To the engineer following a train these flashes from the bulls-eyes at night, or the waving of the flags in daylight, reveal the exact location, speed, and direction of the train ahead. The ordinary speed of a loaded freight train is twenty or twenty-two miles, and any engineer can tell how fast the train ahead is moving by counting the flashes. These flashes can be seen with the naked eye at a distance of two or three miles on a straight roadbed, and so it reduces the danger of a tailend collision to a minimum.—*The Railway Era*.

The Alien Labor Law.

THE United States Court of Appeals, sitting in Milwaukee this month, handed down on the 7th instant an important decision which interprets the alien labor law so as to apply solely to common laborers, exempting clerks and all kinds of skilled artisans.

The entire court concur in the decision, which also holds it was the intent of Congress solely to shut out the importation of common laborers under contract to work in mines, lumber camps and on railroads. The decision is in the case of George H. Gay, of Indianapolis, who brought a clerk from Scotland under contract.

This clear cut precedent will probably put a stop to similar cases being brought up that evidently have for their object some other purpose than putting an embargo on unfair competition.

Trackmen on a Strike.

ON THE 22d day of May 1,800 trackmen in the employ of the Grand Trunk Railway, in Canada, quit work and went on a strike. One cause of the trouble was the refusal of the railway officials to grant a demand for higher wages. The strike is in charge of the United Brotherhood of Railway Trackmen, and the following are some of the demands which have been submitted to the general superintendent of the railway for his approval: That all permanent employes be granted a raise of twenty-five cents per day on present wages; that all trackmen be paid time and a half for overtime and Sunday work; that the permanent staff on each section be one

man to every two miles of track or fraction of two miles, not including foremen; all terminal points and yards to have one man to every ten miles in addition to one man to every two miles of main track; that the hours of work on Saturday be from 7 a. m. until noon and from 1 to 4 p. m., the men to receive a full day's pay for the same; that trackmen be given a reasonable leave of absence to attend monthly meetings and a pass to attend annual conventions; that when called upon to serve on boards of adjustment in their Order they shall be relieved without unnecessary delay, upon request of the chairman of their executive committee, and that there shall be no discrimination against trackmen for being members of the Order.

On June 5th it was reported that the railway officials had conceded an increase in pay amounting to ten cents per day and that all other questions would be the subject for consideration by an arbitration board.

When the men reported for duty they were informed that as they had been discharged they could only be hired as new men. This being unsatisfactory to the men, they refused to resume work under such humiliating circumstances, and the strike was still on at the time of going to press, June 14th.

Edison When a Boy.

MR. PHILIP G. HUBERT, JR., tells the following interesting story of Mr. Thomas A. Edison's boyhood days, in his "Men of Achievement:"

"At the beginning of the civil war," said Mr. Edison, "I was slaving early and late at selling papers; but, to tell the truth I was not making a fortune. I worked on so small a margin that I had to be mighty careful not to overload myself with papers that I could not sell. On the other hand, I could not afford to carry so few that I should find myself sold out long before the end of the trip. To enable myself to hit the happy mean, I formed a plan which turned out admirably. I made a friend of one of the compositors of the *Free Press* office, and persuaded him to show me every day a 'galley proof' of the most important news articles. From a study of its headlines I

soon learned to gauge the value of the day's news and its selling capacity, so that I could form a tolerably correct estimate of the number of papers I should need. As a rule, I could dispose of about 200; but if there was any special news from the seat of war, the sale ran up to 300 or over. Well, one day my compositor friend brought me a proof slip of which nearly the whole was taken up with a gigantic display head. It was the first report of the battle of Pittsburg Landing, afterward called Shiloh, you know — and it gave the number of killed and wounded as 60,000 men.

"I grasped the situation at once. Here was a chance for enormous sales, if only the people along the line could know what happened! If only they could see the proof slip I was then reading! Suddenly an idea occurred to me. I rushed off to the telegraph operator and gravely made a proposition to him which he received just as gravely. On his part, he was to wire to each of the principal stations on our route, asking the station master to chalk up on the bulletin board — used for announcing the time of arrival and departure of trains — the news of the great battle, with its accompanying slaughter. This he was to do at once, while I, in return, agreed to supply him with current literature 'free, gratis for nothing' during the next six months from that date.

"This bargain struck, I began to bethink me how I was to get enough papers to make the grand coup I intended. I had very little cash, and, I feared, less credit. I went to the superintendent of the delivery department and preferred a modest request for 1,000 copies of the *Free Press* on trust. I was not much surprised when my request was curtly and gruffly refused. In those days, though, I was a pretty cheeky boy, and I felt desperate, for I saw a small fortune in prospect if my telegraph operator had kept his word — a point on which I was still a trifle doubtful. Nerving myself for a great stroke, I marched upstairs into the office of Wilbur F. Storey himself, and asked to see him. A few minutes later I was shown in to him. I told who I was, and that I wanted 1,500 copies of the paper on credit. The tall, thin, dark-eyed, ascetic-looking man stared at me for a moment and then scratched a few words on a slip of paper. 'Take that down stairs,' said he,

'and you will get what you want.' And so I did. Then I felt happier than I have ever felt since.

"I took my 1,500 papers, got three boys to help me fold them, and mounted the train all agog to find out whether the telegraph operator had kept his word. At the town where our first stop was made I usually sold two papers. As the train swung into that station I looked ahead and thought there must be a riot going on. A big crowd filled the platform, and as the train drew up I began to realize that they wanted my papers. Before we left I had sold a hundred or two at five cents apiece. At the next station the place was fairly black with people. I raised the 'ante' and sold 300 papers at ten cents each. So it went on till Port Huron was reached. Then I transferred my remaining stock to the wagon which always waited for me there, hired a small boy to sit on the papers in the back, so as to discount any pilfering, and sold out every paper I had at a quarter of a dollar or more per copy. I remember I passed a church full of worshippers, and stopped to yell out my news. In ten seconds there was not a soul left in meeting. All of them, including the parson, were clustering around me, bidding against each other for copies of the precious paper.

"You can understand why it struck me then that the telegraph must be about the best thing going, for it was the telegraphic notices on the bulletin boards that had done the trick. I determined at once to become a telegraph operator. But if it hadn't been for Wilbur F. Storey I should never have fully appreciated the wonders of electrical science."

Opening Their Eyes.

GRADUALLY the condition of the workmen of the world is beginning to be made known. By slow stages, indeed, the eyes of capital are being opened to a new order of things. Recently one of the richest men of all England, declining to take the word of others, and desiring to know of his own knowledge, donned the garb of a working man, and, putting his riches aside, set out in quest of work. All that had to be done, he argued, was to honestly seek work with the proper

zeal to obtain it, and to prosper. With this idea fixed in his mind, he removed from his luxurious home to the poorer quarters of the city, took humble lodgings, and, with no money in his pockets, sought to make his own living. He aspired first to high positions, and failing to obtain them, gradually came down to the point where he would accept any kind of employment, no matter what, to keep soul and body together. He was thrown into personal contact with laboring men as unfortunate as himself, and from their lips learned the true situation. He became as one of them. While he could call on his immense resources and relieve himself, he steadfastly refused to do so, and at last gave up in despair his attempt to make a living for himself on his own resources, and has since publicly summed up the situation thus:

"Nobody wants me on this side of the earth! Absolutely nothing that is in demand in the labor market can I supply."

Then he went to moralizing, and said:

"This seems to dispose forever of the lie that the best way to make a man work is to let him starve. The shorter my commons the longer my loafing rests. I am debauched into vagabondage, and soon I cease to look for a job. Self-respect, I find, is still but the electicism of the respect of others. With no friendly eye on him the runner will soon run his race. It is so plain that nobody in all multitudinous London cares whether I get work or fail to get it that I cease to care on my own account. My chief concern is how to glide through the day with the smallest expenditure of toil, either of body or mind."

These words proved a shock to society. It opened their eyes. One of the brightest and smartest men had tried to find work and failed. It opened his eyes to do more for labor, to endeavor to ameliorate the condition of the working man. He made friends among them who proved true to him in his mock adversity, who divided their small pittance with him, who aided him, who helped to keep him alive, and he astounded them when he moved from their quarter to his own home of luxury and good cheer. He knew of none among the rich who would divide with him as did the poor of London, who would give him proportionately the same as did they, were he in financial stress, and he found among the masses a great

hearted people, bowed down by an opposing force, and a minority of the people who cared not whether the working man prospered or starved.

The result of his investigation should be studied well by people in our own country, and his advice heeded. The workmen see it themselves and realize that it lies within their power, in this republic, to throw off the shackles of peonage by uniting and remaining united in the face of corporate power and greed.—*Cripple Creek Times*.

Can't Enjoin an Order to Strike.

BOTH organized labor and capital are interested in the decision which Judge Holdom rendered in the case of the Winslow Brother's Company, an ornamental iron contracting firm, who sought to enjoin the building trades' council and the architectural iron workers' union from ordering their members to strike, and to restrain the members from committing overt acts against men who desired to work for the firm after a strike had been ordered. The court held that it had no power to restrain an organized body from passing such resolutions as it deemed fit, and that an order for a strike could not be restrained by an injunction. Pickets of the labor organization would be allowed to patrol the sidewalks in the vicinity of the places at which strikes had been declared, but they must not enter the building and interfere with the men at their work, and they must not molest or intimidate any person who desired to become employed here. An injunction to this effect was issued.

The Pacific Cable.

ONE of the effects of our expansion policy will be to complete the girdling of mother earth with electric wires and cables. A cable company has been formed to connect California with Manila. When this company's work is done it will not be long before the other link is supplied that will complete the circle.

The cable itself is to be 7,000 miles long, is to touch at Hawaii and the Carolines, and connect the Southern Ladrões, being thence extended to Manila. The weight of the deep-sea cable is to be 28 tons per mile.

A sixteenth part of the actual distance of the necessary connection will be allowed in excess, in order to make up for unevenness of the sea bed. The cost is reckoned at \$1,000.00 per mile, and as soon as Congress has given its consent to the slight concessions still demanded, the company is ready to commence work. The starting point, according to the company's plans, will be Monterey in California, and the last point the town of Manila on the Island of Luzon. Two years will probably be spent on the completion and laying of the cable, but the survey of the route across the Pacific to Manila will probably be begun immediately. The longest section of the proposed cable would be that from San Francisco to Hawaii, amounting to 2,068 English miles. From Hawaii to Wake Island is 2,040 miles; from Wake Island to Guam, 1,290 miles; from Guam to Manila, 1,520 miles.

A Good Wisconsin Law.

THE following law, just enacted in the State of Wisconsin, speaks for itself, and if every state would have a similar law, additional value would be given to the credentials of the organizations and some of the frauds who have profited by the laxity of the laws in this regard would be obliged to seek new fields or possibly to adopt the awful alternative of going to work and trying to earn an honest living:

SECTION. 1. Any person who shall falsely make, alter, forge or counterfeit any card or receipt of dues purporting to be given or issued by any association of railway employees, or by any of its officers to its members, with intent to injure, deceive or defraud, shall be punished as hereinafter provided.

SEC. 2. Any person who shall falsely make, alter, forge or counterfeit any letter or certificate purporting to be given by any corporation or person, or officer or agent of such corporation or person to an employe of such corporation or person at the time of such employe's leaving the service of such corporation or person, showing the capacity or capacities in which such employe was employed by such corporation or person, the date of leaving the service or the reason or cause of such leaving, with the intent to injure, deceive or defraud, shall be punished as hereinafter provided.

SEC. 3. Any person who shall utter, publish, pass or tender as true, or who shall have in his possession with intent to utter, publish, pass or tender as true, any false, altered, forged or counterfeited letter, certificate, card or receipt, the forging, altering or counterfeiting whereof is prohibited by either of the preceding sections of this act, with intent to injure, deceive or defraud, shall be punished as hereinafter provided.

SEC. 4. Any person violating any of the provisions of this act, shall upon conviction thereof, be punished by imprisonment in the states's prison or county jail not more than one year, or by fine not exceeding \$200.

SEC. 5. This act shall take effect and be in force from and after its passage and publication.

The Boy and the Battle.

THE boy had been asked to write a composition on the naval battle of Santiago. This is the painful result:

"Samsun steemed up a waze an' then Cervery come out. He sed, 'I gess I'll make a run for it.' So he crackt on all sale an' came a bustin' thru the narrer place were Hobson sinkt the Merrymack, an' he stered clost to shore in hops to git away. Sly seen him a comin' an' he signuled to the other ships an' tha all went fer Cervery like a thousan' of brick. Sly swunged the Bruklyn round an' let 'em have it with both barls frum the wurd go. An' pritty soon all the Spanush ships went down plunk like as tho' they had holes bord in 'em. Then when Sly an' the rest of the captins was wipin' thare forrids an' lettin' the guns cool off, up steems Admiral Samsun. 'Hello,' sez Sly, plesently, 'where you bin all this while?' But Samsun wuz out of sorts. 'It looks to me,' he sez, bitturly, 'as if you think you wuz the hole thing.' But Sly he only lafs. 'Oh, I don't kno', he sez, an' winks at the captins, 'I gess there's glorie enuff to go round.' But Samsun was offul bilyus. 'If you'd obeyed orders,' he sez, 'this disgraysfull thing woodn't hav' happened.' Then Sly didnt say no more coz he saw how bilyus Samsu wuz. An' the Cervery ships bein' sunk for good an' all tha couldn't try it over agin, an' that's all I kno' about it up to the presunt writin'."—*Cleveland Plaindealer.*

The Cumberland Meeting.

WHEN the weather waxeth warm and the bees begin to swarm, next comes union meetings of the railway fraternal organizations. Cumberland, Md., started the ball rolling on June 6th with an immense gathering, at which everybody enjoyed themselves, and all left with their confidence in one another strengthened. The *Evening Times* says of the meeting:

"As the hour of 9:30 arrived, it showed plainly that, while there were between six and seven hundred strangers in the city, that the weather was too warm for all of them to gather at one time within the Academy of Music and many of them, instead, strolled about the town to drink in the sights of the Queen City. At the hour mentioned the band filed into the hall and commenced to play a selection. At which time the big meet may be said to have commenced.

"At 10 o'clock J. B. Finnan, Vice-President of the O. R. T., of Baltimore, called the meeting to order and introduced Rev. Dr. James E. Moffatt, pastor of the Presbyterian Church, who made a short, but touching prayer, and asked the blessings of the Divine Ruler of the universe upon all present.

"Mayor George A. Kean, who was to have delivered the address of welcome, being unable to be present, City Attorney James A. McHenry was introduced and welcomed the delegates in the place of the mayor. Mr. McHenry said that until last night the mayor had fully expected to welcome the delegates as he did last year. The gates of the city, said Mr. McHenry, are wide open, and the police of the city have been instructed "to take good care of you. I will not detain you longer."

"A. B. Garretson, Assistant Grand Chief, O. R. C., of Cedar Rapids, responded to the address of welcome. E. E. Clark was to have responded, but was unable to be present. Mr. Garretson prefaced his remarks by a few witty references to the proxies present, the gates of the city being open and the warm weather. He said that there had been clashes between the employer and the employed, but the time would come when the clashes would cease to exist. This is the

object of the different railroad organizations. It is also the object of the organizations to make better citizens of the workingmen. His remarks were brief, as he said it was too warm speak three hours, as he had fully intended.

"The next on the program was a vocal solo, 'Asleep at the Switch,' by Miss Adelaide Philips, of Keyser. She was accompanied on the piano by her mother. Miss Philips has a sweet voice and her delightful rendition of the beautiful selection, simply brought down the house. As an encore she sang 'You'll Never Know.'

"Hon. W. M. McKaig was then introduced, who made the principal address of the morning. He referred to the fact that once before in his life, about ten years ago, he had had the pleasure of addressing a railroad convention in Baltimore. The people of Maryland, said Mr. McKaig, can boast of three things. The first national way of transportation was the old national pike. A Maryland man built the first boat ever made in the United States. It was not a success, but led to the invention of the steamboat. Then came the great Baltimore and Ohio Railroad. He remembered distinctly the first engine, an old 'grasshopper engine,' that ever came into Cumberland. He remembered riding on the engine with his uncle, who was the engineer, and that in a race with a cow the cow got out of a cut much ahead of the engine. He then eloquently depicted the great advancements that have been made by the railroads since that time. Mr. McKaig spoke at some length and was greatly applauded. He stopped at the right time, proving that Bro. Oder's criticism as to his lack of terminal facilities caused him to go into terminal on schedule time.

"At the close of Mr. McKaig's address Miss Erma Snyder, a little miss of some twelve years, recited a selection entitled, 'Lost Kitty.' She is the daughter of F. M. Snyder, of State Line, and the splendid way in which she recited the selection was received with great applause.

"L. S. Coffin, State Railway Commissioner of the state of Iowa, was then introduced. He was introduced as "Father Coffin." He is about seventy-five years of age and is a pioneer railroad man and an old acquaintance of Mr. McKaig, having been the means

of having had a law passed for the introduction of the automatic coupler. Mr. McKaig was one of the members of Congress who voted for the passage of the law. The bill was introduced by the candidate for the next Speaker of the House, Mr. Henderson, of Iowa, and, said "Father" Coffin, when he ran for re-election every railroad man stood by him. We can't go back on the men who have been true to us, and when Dave Henderson wants an office the boys turn out and work for him. As one of the high officials of one of the great trunk lines a few days ago said, there is so much difference between the railroad men of today over those of fifteen years ago, that the result is marvelous.

"Said Mr. Coffin: 'I attended a railroad meeting thirteen years ago, at which time the citizens had to petition the mayor to swear in additional police. Today we are told that the gates of your city are thrown wide open. What a change! I defy you to show me any organizations that are peers of the railroad organizations. There is no place for a "chump" in this work. It takes your brightest men to be a railroad man. I want the public to have a better conception of the railroad people. The railroad man is looked upon as a rough. They have no idea of what a railroader has to pass through. You can pick up most any railroad man and place him in the superintendent's office and you would never realize any change. They have grown up with the roads, and we are fast being called into executive service. The mayor needn't have said a word about taking care of you, but he might have said "if the police need any help they might call on you." Its too warm to detain you, so I will stop right now.'

"The afternoon session opened with one of the Cumberland Concert Band's favorite airs, after which Rev. Asbury Reiley offered up a prayer.

"Mr. John G. Wilson, a talented lawyer of Cumberland, made an address of some length that was enthusiastically received.

"A special feature of the afternoon session was a quartette 'Kings and Queens,' by Miss Mabel Yingling, Miss Bessie Wolf and Messrs. Anthony Reese and John Edwards. Mrs. W. L. Radcliffe accompanied them on the piano. They received an encore.

"Miss Lavina Brown, aged about thirteen,

then recited a selection in a highly creditable manner for one so young. The piece was entitled 'White or Black.'

"On June 7th there was a secret session of the various organizations held which was well attended.

"Another question that was discussed was that of another big union meeting which is to be held in Connellsville, Pa., some time in August, at which time it is expected that three or four thousand delegates will be in attendance and the subject under consideration at the secret session will be more definitely arrived at.

The following resolutions were adopted:

CUMBERLAND, MD., June 7, 1899.

At a union meeting held in the Academy of Music, in the city, June 6 and 7, 1899, by the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen, Order of Railroad Telegraphers, and International Association of Machinists, it was resolved that we tender our sincere thanks to the Ladies Auxiliary of the B. of L. E., B. of L. F. and O. R. C., for their services in behalf of the organization represented in contributing to the success of the meeting.

Also to the officials of the Baltimore and Ohio railroad, viz.: General Manager F. D. Underwood, General Superintendents T. F. Fitzgerald, J. M. Graham and William Gibson, and their assistants for the generous assistance and courtesy extended by them to the representatives and families attending. Also to Superintendent F. A. Husted for the aid and assistance rendered by him and his assistants.

Also to the mayor and citizens of Cumberland for their cordial welcome, expressions of good will and their contribution to the success of our Organizations.

Also that we extend our thanks to Hon. L. S. Coffin and W. M. McKaig for their expressions of good will, and that we extend to Mr. McKaig our individual support in his future aspirations.

Also to John G. Wilson and Hon. G. A. Pearre for their attendance and sympathy expressed for our interests.

It is further resolved that we extend our thanks to Miss Adelaide Phillips, Miss Erma Snyder, Miss Mabel Yingling, Miss Bessie Wolfe, Miss Edna Lichtenstein, Miss

Brown, Miss Elsie Brooks, Miss Annie Gillegan, Miss Ella Lavin and Mrs. W. L. Radcliffe, and Messrs. Anthony Rees and John Edwards for the splendid manner in which they contributed to the entertainment, and to the poorly paid reporters of Cumberland for the clear and concise manner in which the meetings were reported. Be it

Resolved, That we tender to the committee on arrangements and reception committee our thanks for the manner in which they performed their share of the labor.

C. A. WILSON, Chairman,

F. M GIBSON, Secretary,

ALBERT HETZEL,

Committee.

Bro. W. Edgar Frasher, of Wilmington, Del., Division No. 58, was introduced and very ably represented the Railroad Telegraphers. He told of the importance of the work and the responsibility that rests with them in their every day life, a responsibility that is not always appreciated even by those whose welfare depends upon the faithful work of the Telegraphers.

At the close of the meeting Bro. J. B. Finnan announced that a picnic would be held in the park on the morrow and hoped that everyone would attend and enjoy themselves.

Instances of Railway Heroism.

THIS story is but one of many instances of heroism which have occurred in railroad life:

In 1887 Jim Oliver, eighteen years old, was the night and day man at the little station of McNeill, Texas, on the International and Great Northern Road. He was at work as usual at six o'clock in the evening of August 14th. It was not much of a job—hardly enough of a job, in fact, to keep him awake—and after the north-bound passenger train had stopped for a minute at 10:45 and pulled out, he put in the long hours until daylight dreaming how he would spend his money when he got rich. At nine o'clock he was stooping over his instrument talking with a girl operator at Tyler, sixty miles up the line, and making love in the most approved telegraph fashion. Suddenly he heard the door open, then the shuffling of feet. He rose to confront four large, bearded

men, each of whom wore a black mask over the upper part of the face. They grasped him without saying a word, threw him to the floor, tied his hands and feet with cowboy skill, and, when he was in the condition of a trussed fowl, threw him upon the telegraph table. Leaning over him one of them stuffed a particularly coarse and dirty handkerchief into his mouth. Then they fell to talking of what they would do to the passenger train when it got there. Oliver's wits had been mussed a little by his fall and subsequent rough treatment, and he found breathing difficult, but he rallied in a little while.

As his self-possession came to him he realized that, although his arms were strapped tightly to his sides, he had fallen in such a position that his right hand rested on the key. His body lay over it, and by moving it softly he found that its sound was deadened. He began immediately a noiseless but rapid call to Austin. Soon the sounder clattered out a response. It took him less than a minute to tick off:

"Four train robbers in the office. Have got me tied. For God's sake stop No. 23. They are waiting for it."

In five minutes—it seemed to him five hours—he got the response: "All right, Matter will be fixed."

Meanwhile the four men stood about the room and talked. It was evidently their intention to board the train as soon as it stopped, terrorize the engineer, and go through the passengers. For one hour and a half Oliver lay upon the table breathing heavily through his nostrils, and wondering if he would be forced to remain there all night. At 10:40 he thought he heard the hum of an approaching train, but was sure that he was mistaken. Two minutes later there was no longer room for doubt. No. 23 was coming in on time. It came in. As it stopped the four train robbers made a break for the door. Fifteen deputies rolled out of the mail and express cars at the same instant. There was a rapid exchange of shots; one of the train robbers went down, shot through the leg, and all four of them were taken. The rescuers removed the handkerchief from Oliver's mouth, untied his arms and legs, thought that he was strangely silent, and discovered afterward that he had fainted as soon as the first shot was fired.—*Express Gazette*.

Wireless Telegraphy.

I CANNOT help thinking that the time has arrived for a little more generous appreciation by his scientific contemporaries of the fact that Signor Marconi has by minute attention to detail, and by the important addition of the long vertical air wire, translated one method of space telegraphy out of the region of uncertain delicate laboratory experiments and placed it on the same footing as regards certainty of action and ease of manipulation, so far as present results show, as any of the other methods of electric communication employing a continuous wire between the two places. This is no small achievement. The apparatus, moreover, is ridiculously simple and not costly. With the exception of the flagstaff and 150 ft. of vertical wire at each end, he can place on a small kitchen table the appliances, costing not more than \$500 in all, for communicating across 30 or even 100 miles of channel. With the same simple means he has placed a lightship on the Goodwins in instant communication, day and night, with the South Foreland lighthouse. A touch on a key on board the lightship suffices to ring an electric bell in the room at South Foreland, 12 miles away, with the same ease and certainty with which one can summon the servant to one's bedroom at a hotel. An attendant now sleeps hard by the instruments, at South Foreland. If at any moment he is awakened by the bell rung from the lightship, he is able to ring up in return the Ramsgate lifeboat, and if need be, direct it to the spot where its services are required, within a few seconds of the arrival of the call for help. In the presence of the enormous practical importance of this feat alone, and of the certainty with which communication can now be established between ship and shore without costly cable or wire, the scientific criticisms which have been launched by other inventors against Signor Marconi's methods have failed altogether in their appreciation of the practical significance of the results he has brought about.

The public want to know whether the new method of communication across the channel will take the place to any considerable extent of submarine cables which have cost many thousands of pounds to lay and equip.

They also desire to learn what reasons, if any, will prevent every lighthouse and lightship round our coasts from being forthwith furnished with the necessary apparatus for placing it in instantaneous and secure connection with the mainland. They also hope to hear that the methods can be applied to enable ships to be able, in addition, to communicate instantly in case of need, with shore stations. To understand how far these things can be done, and to appreciate the necessary or present limitations of the method, it is requisite to explain that each vertical wire or rod connected to a Marconi receiving or sending apparatus has a certain "sphere of influence." Signor Marconi has proved by experiment up to certain limits that the distance to which effective signaling extends varies as the square of the height of the rod. A wire 20 ft. high carries the effective signal 1 mile, 40 ft. high 4 miles, 80 ft. 16 miles, and so on. Up to the present time he has not yet discovered any method of shielding any particular rod so as to render it responsive only to signals coming from one station and not from all others within its sphere of influence. In spite, however, of what has been said, there is no inherent impossibility in attaining this desired result. At present all signals sent from the South Foreland to France affect the receiver on board the Goodwin Lightship. But this offers no difficulty. In an ordinary electric bell system in a hotel the servant recognizes the room from which the signal comes by means of a simple apparatus called an indicator, and a very similar arrangement can be applied to distinguish the origin of an ether wave signal when several instruments are at work in a common region. Subsequent inventions, as also, perhaps, the promulgation of some necessary board of trade regulations for the use of the ether, will prevent official ether wave receivers from being disturbed by vagrant electric waves sent out by unauthorized persons in their neighborhood. The practical upshot, however, of the matter is, that at present if more than two stations are not established within certain regions, these stations pair and pair can communicate with each other freely and regularly by means of ether wave signals sent out and received by long vertical rods or wires. No state of the atmosphere, and

neither darkness nor storm, interrupts so far as yet found, the freedom of communication.

Up to the present time none of the other systems of wireless telegraphy employing electric or magnetic agencies, have been able to accomplish the same results over equal distances. Without denying that much remains yet to be attained, or that the same may not be effected in other ways, it is impossible for anyone to witness the South Foreland and Boulogne experiments without coming to the conclusion that neither captious criticism nor official lethargy should stand in the way of additional opportunities being afforded for a further extension of practical experiments. Wireless telegraphy will not take the place of telegraphy with wires. Each has a special field of operation of its own, but the public have a right to ask that the fullest advantage shall be taken of that particular service which ether wave telegraphy can now render in promoting the greater safety of those at sea; and that in view of our enormous maritime interests, this country shall not permit itself to be outraced by others in the peaceful contest to apply the outcome of scientific investigations and discoveries in every possible direction to the service of those who are obliged to face the perils of the sea. If scientific research has forged a fresh weapon with which in turn to fight Nature "red in tooth and claw," all other questions fade into insignificance in comparison with the inquiry how we can take the utmost advantage of this addition to our resources.—*J. A. Fleming in London Times.*

First Labor Unions.

HOWEVER keen our interest in the problems arising out of the recent Spanish war, and however earnest our study of the policies to be pursued toward our new dependencies, says *Appleton's Science Monthly*, we should not forget that the problems pressing for a solution before the war are still before us. The labor question, which then commanded so much of our thought, is still unsettled and is by no means dwarfed by the subjects now upon every lip. Rather, as the new phases now developing would indicate, this question forms one of the most important elements

of the present situation and should not be lost sight of in shaping our policy.

It will help us in a consideration of the present status of the laborer and his future, if we study his past, beginning, if not with Adam, at least with his entrance into English history, as a distinct class. The free laborer, the man who works for wages for whom and where he chooses, did not exist as a class until within about 600 years of the present time. At a very early day the towns and boroughs of England had preserved, or had regained, certain old rights which the rural part of England had lost, and in general, serfage did not exist in them as it did in the country around. Trade and manufactures, such as they were in that day, did not make the demand for labor which was made by the agricultural pursuits of the country or in the castles of the nobility. So we do not find in the towns of the twelfth century the labor class we do today. In general we may say that the labor class began in our country.

The manorial system had divided the rural part of England for cultivation and general order into large estates. The lord of the manor occupied a portion of the land for his own demesne, dividing the remainder among his serfs, who in turn were obliged to render service to him. As time went on it grew to be customary, instead of rendering actual service for the land held, to pay a money rent. In other words, the system of leasing little farms came into use, and with that the tenant farmer. This for the time constituted a third class. The lords of the manor were now separated from the serfs by a number of wealthier tenants, who, if their liberties were still to a great extent curtailed, might still amass wealth and had prospects of better things.

If he ran away from his lord and, hiding himself in a chartered town, evaded detection for a year, he was free. If when bought by the king for military service or hired by a neighboring lord for them, he distinguished himself upon the field, he was made a free-man. A number of such causes gradually tended to remove the more intolerable of his bonds. With the rise of the farmer came the free laborer. By the latter part of the fourteenth century the former serf was no longer, as a rule, bound to one spot or master; it was free to him to hire himself to



GRAND CANON OF THE COLORADO RIVER. FROM PAINTING BY THOMAS MORAN. *Courtesy*—SANTA FE ROUTE.

what employer he wished and to choose for himself the style of work he might pursue.

This is the beginning of the labor class as we know it. In those days labor was abundant and therefore cheap. The landowners and the craftsmen found plenty of help, and the freemen must take what was offered. But the great plague of 1348 made a marvelous change in these relations. More than half the population of England being swept away and the lower classes having suffered most severely, the employers began to find on resuming operations that labor was hard to get and that wages had gone up a thousandfold. The outrageous demands of the workmen paralyzed trade, works were shut down, strikes arose in consequence, until in the time of Richard II the crown itself was threatened. The revolt was assuaged by promises which the king had never intended to keep, and after the danger had passed the ringleaders died by hundreds upon the scaffold. A famous statute was passed requiring that every man or woman, of whatsoever condition, of able body and within the age of threescore years, not having tillage of his or her own, and not serving at the tillage of another, shall be bound to serve any employer who shall require him to do so and shall take only such wages as were commonly paid in that country two years before the plagues.

The outcome of a law such as this may easily be imagined. The laboring class was immediately put upon terms of starvation. The whole lower class down to the time of Elizabeth stood looking want in the face.

To escape these continual encroachments on their liberties, more on their very chances of life, the lower classes saw that some organization was necessary. It was then that the system of trade unions was given birth. Their prototypes are the ancient friths or peace guilds. These were the associations of neighbors for mutual help and protection. A mutual oath bound the members together, and they shared and shared alike in their weekly earnings. The guild took the place of the individual in every affair of life. A neighbor could call upon the guild when wronged by one of its members; the guild answered for the person or culprit, and when he was guilty, punished him. When these guilds were located in towns, they inevitably tended to combine,

and eventually the town passed from a collection of guilds to one large one. These naturally wielded a certain amount of power and as time went on came to be a significant political factor. Yet it was not until the middle of this century that the English laboring man came to have equal rights with the upper class before the bar of his native land.

A New Signal.

RAILWAY operating and transportation officials have manifested much interest in the new signal system, devised by J. B. Marston, division superintendent of the Delaware, Lackawanna and Western Road. This new signal system is simple in construction, safe in operation and perfect in affording visible communication between two trains. Two large bull-eyes are placed on top of the caboose cupola, one on each side, and they are connected by a brass or steel rod. Arms extend upward from this rod, and to these are attached discs or glass ovals which move backward and forward, covering and displaying alternately the lights from the bulls-eyes. Large red flags are also attached to these arms, and they wave automatically with the discs.

The rod is connected at each end with bars running down to the trucks. Steel arms attach the bars to the axles, and when the wheels turn the bars are moved upward and downward. By this way the flashing of the lights is governed entirely by the revolutions of the axle; hence, when the caboose is at a standstill there is a steady light or danger signal, and the moment the caboose is moved again the lights alternate.

The interval in the flashing of the lights is regulated by a worm wheel on the axle, mathematically calculated, so the number of flashes per minute indicate the precise speed of the train per hour. Thus, if there are but five flashes per minute the interval of twelve seconds between changes of lights shows plainly to the train following that the train ahead is running slow; hence, the necessity of caution; while if the flashes show from twenty to thirty flashes per minute, it shows that the train ahead is moving at a good rate of speed. This allows the train following to keep on going.



IN THE GRANITE, OLD HANCE TRAIL. *Courtesy—SANTA FE ROUTE.*

In the event of a train breaking in two on a down grade the engineer can look back and see how fast the rear section of the train is coming on, and he can tell the moment it is stopped. In the event of a break in two on an up-grade and the rear section should start back, an approaching train could easily see by the frequent changes of light, that the train was coming down instead of going up the grades. The flashes increase in rapidity when the motion of the train is reversed.

While this signal is particularly adapted to night service, on account of the inability of any one to judge speed or distance of trains from looking at ordinary lights at night, it is an equally good day signal, as the flags attached to the discs which cover and uncover the lights at night give the same warning as the flashes of light do by night. The "wigwagging" of the flags is made at the same regular intervals. Superintendent Marston has had a model of a caboose built on a scale of $\frac{1}{12}$ which is equipped with one of these signals.

Practically these disc and flag signals give the engineer communication with the rear end of his train at night or day, and in case of a break the man at the throttle can regulate his speed according to the requirements. To the engineer following a train these flashes from the bulls-eyes at night, or the waving of the flags in day-light, reveal the exact location, speed, and direction of the train ahead.

The ordinary speed of a loaded freight train is twenty or twenty-two miles, and any engineer can tell how fast the train ahead is moving by counting the flashes. These flashes can be seen with the naked eye at a distance of two or three miles on a straight roadbed, and it reduces the danger of a tail-end collision to a minimum.

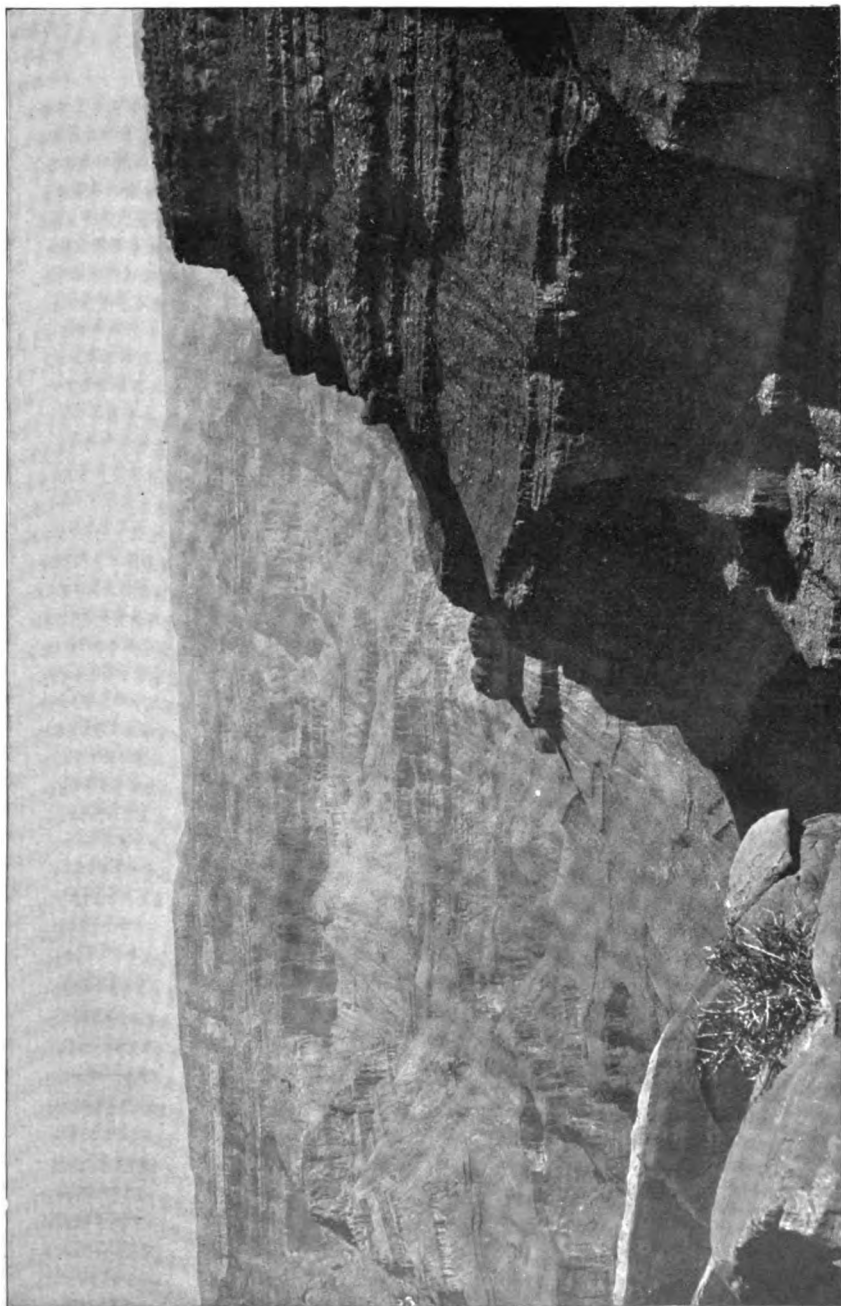
A Humorous Brief.

A BRIEF in a suit wherein the plaintiff had succeeded in recovering damages against the receiver of a railroad company in Arkansas, for killing a sow, makes delightful reading for those who have a sense of appreciation for the humorous in law. The aforesaid sow, it appears, was peacefully enjoying a midday siesta in

the grateful shade of a box car which stood on a side-track, when an unfeeling locomotive backed down upon the car and suddenly transformed the sleep into one that knows no waking. Counsel say that the questions involved have given them great concern, "for we are accustomed to approach the seat of justice armed with authorities, if not with authority, but that we confess that after searching from the first Year Book to 170 U. S., we have not found a case in point." They then proceed to state the question thus: (1) Must a railroad before starting its train send its servants to look carefully under all cars to ascertain whether a sow is taking her luxurious siesta beneath their tempting shade? (2) Is it negligence *per se* for a railroad train to cast a shadow and thereby tempt a sow to seek repose at a time when the company knows that the fiery rays of day's luminary will make her think of sweet slumber under the impenetrable shelter of an opaque body? (3) If a railroad company lets a sow eat so much of its cotton seed that she is overcome by somnolence, is it the company's duty to guide her to a spot where her slumbers may be safe and undisturbed? Morpheus loves the hog as Bacchus wine." The court answered these questions in the negative; and the humorous counsel secured a reversal of a judgment for the killing of the sleeping beauty.

How He Got His Promotion.

YES," said the fireman, "they gave me a big lift rather suddenly. I was promoted to the right hand side of the cab for bravery, and yet I was the fortunate victim of circumstances absolutely beyond my control. You see it was this way. I was firing the Old Pete on No. —, and we were climbing the grade with two baggage cars, three coaches, and two Pullmans, and had the superintendent riding with us on the engine. A long freight train was dropping down on the west bound track, and about 600 yards ahead we saw a big 42-inch cast iron pipe, thirty feet long, swing from its moorings on a gondola and point right at our engine. The superintendent and Old Pete jumped, and I made a grand rush to get back over the tank into the baggage car, but the coal caved down



COLORADO RIVER SCENERY. *Courtesy*—SANTA FE ROUTE.

with me, and I slipped back faster than I could crawl up. The last time I rolled down I came near going into the open furnace door, and then scrambled to my feet again, to find that the freight train had passed us, and no damage was done. Then I jumped up to the engineer's seat and put on the air. After a while the 'super' and Old Pete came up, followed by the 'con' and half a dozen frightened passengers.

"The 'super' saw me at my post, and complimented me, and I told him that, rather than forsake the train, I would have sacrificed my life. I was telling a big fib, and yet felt that no one saw me breaking my neck to get back over the tank, and that I ought to accept the glory that was thrust upon me.

"Well, they advanced me for bravery, but I'll bet \$50 no one ever tried harder to get away from that pipe than I did.

"The big pipe had rolled back in its place just as it cleared us, and did no further damage until the next sharp curve was reached, when it swung around again, dropped down, and derailed five cars."—*Ex.*

Talking Along a Ray of Light.

IT SEEMS very much like a fairy tale to hear of a public exhibition being given showing how human intelligence can be transmitted along a beam of light. At the electrical exhibition on Saturday afternoon, May 13th, the radiophone was shown in operation. This is an instrument of such construction that by means of a search light beam, speech can be transmitted a distance of seventy-five yards and heard with distinct enunciation. The property of selenium makes it immediately susceptible to the influence of light so that if used in conjunction with some variable light producing apparatus a telephone in circuit with it will give issuance to sounds in perfect harmony with these optical changes. A system of this kind can truly be called wireless telephony thus giving prominence to this latest exposition as the first in the world's history in which telegraphing and telephoning was carried on without a visible intervening medium between the transmitter and receiver. We remember in the fables of the Arabian Nights of the magic eye piece by means of

which one of the characters delineated there was able to see the actions and motions of his friends though miles away from them. We have practically reached that state of ideal development, for at this present hour it is possible to send sketches over the wire through a distance of hundreds of miles, to send speech and signals through the ethereal atmosphere without employing the familiar means hitherto in use. Tesla's idea of transmitting power in vast quantities without wires at a distance far above the upper strata of clouds is one which may receive considerable attention in the near future. Within the last fifty years Americans have begun to invent and apply the forces of nature for many utilitarian purposes. If progress keeps up at the rate indicated there is much truth in the statement that "the marvels of the times have not yet appeared" for it seems very likely that many of our fondest delusions will be shattered by scientific successes which may strike out from Funk & Wagnall's dictionary the word "impossible." The radiophone represents an old principle though a new construction, but selenium, the metal utilized, seems to be permanently associated with all experiments that lead us to hope that images and speech will some day be transmitted commercially without wires. In our efforts to reach a higher efficiency in mechanical and commercial operations we are not overreaching ourselves in directing investigations along such a channel of inquiry. The wireless telegraph system has come to stay. Why not wireless telephony? —*The Electrical Age.*

Brotherhood of Man.

A MAN who has experimented in so many things that he has lost faith in almost everything said to me recently:

"I used to feel sorry for the workingman and long to help him. I was something of a socialist until I learned, by intimate association with him, that the workingman is just as selfish as the financier. His idea is not to better things for others—it is merely to better things for himself. He has no idea beyond self."

It was a surprising matter to me that the speaker considered this fact of the working-

man's selfishness an argument against socialism.

It is to give the workingman an opportunity to be something besides selfish that the thinking philanthropists of the day desire to change the present condition of things. With the competitive system every man is obliged to be selfish or go under in the struggle for existence. It is man against man and brother against brother.

A laboring man must work cheaper than his fellow man, and a merchant must undersell his competitors in order to succeed. When we see men who have enjoyed every advantage and possessing millions of dollars the incarnation of selfishness, how can we expect the struggling man of toil, who has had no favors from fate, to be broad gauged in mind?

But change the system which now prevails, and we will find human nature changing. The environment of man is better than it was in the dark ages, and man is a better being, selfish as he still is.

Once let the reign of co-operative brotherhood become established, and there will be a sure and positive progress toward a higher humanity. It will not come at once—it will require a generation or two before order can come out of chaos. But the causes which produce and compel selfishness in the business world once removed, a very different race of human beings will spring into existence.

Should such conditions as the philanthropists desire be brought about today, we could not expect people who have grown old in the strife of gain to change their natures. Their brain cells are formed and very little improvement could be hoped for in their views of life. But children born and reared under a better regime would show the results of it.

I have known people who were reared in a co-operative colony, and I have observed them to be unmistakably more thoughtful of their fellows, and less selfish in the daily affairs of life than the majority of us.

I have observed this in an acquaintance begun some years after they had been thrust into competitive business relations with the world, where they had been compelled to cultivate selfishness. Yet the good ground work of an unselfish character laid in the early years of life was still there to

testify to the truth of the theory that man is greatly the result of his environment.

I would advise my friend to read Edwin Markham's splendid lines on the "Man With the Hoe" before he relinquishes all idea of helping better the workingman's condition:

O masters, lords and rulers of all lands,
How will the future reckon with this man?
How answer his brute questions in that hour
When whirlwinds of rebellion shake the world?
How will it be with kingdoms and with kings,
With those who shaped him to the thing he is
When this dumb terror shall reply to God
After the silence of the centuries?

Next in responsibility "to those who shaped him to the thing he is" are those who let him remain the thing he is. "Whirlwinds of rebellion" are on the way, and it behooves us all to be thinking.—*Ella Wheeler Wilcox in New York Evening World.*

Character Indicated by Vibration.

THE French are very ingenious investigators, and we have to thank them for many discoveries in science. This time a celebrated scientist, Dr. Baraduc, of Paris, has recently taken several photographs of vibrations which have emanated from human bodies. These photographs are said to show the varying conditions of the system. From the calm body the vibrations are represented as tranquil, those that emanate from the body in a state of cerebral or cardiac activity resemble the normal atmosphere of the sun, and those which emanated from a body in a state of excitement resemble the solar tempests as they have been photographed by astronomers, hence the theory advanced by him that man is a miniature sun and is surrounded by an incandescent atmosphere. If Dr. Baraduc's theory concerning the vibrations of the body prove correct, will it not be easy to interpret the various emotions of the mind, such as that of sympathy, disgust, joy, and sorrow? Dr. Baraduc bases his assumption that every human being is a miniature sun, because he claims that each person is not only influenced in the same manner as the sun, but also influences others around him, as the sun influences the neighboring celestial bodies, and by means of photographic reproductions

of vibrations he hopes to tabulate the various emotional conditions of the body. Great interest, it is said, is being taken in the subject in Paris, and one writer goes so far as to say that, "If the results reported by Dr. H. Baraduc can be obtained by other scientists who are equally trustworthy, we have at once before us the greatest discovery, a discovery which is certainly more remarkable than that of the famous X-rays."—*The Phrenological Journal*.

Some Queer Insurance Cases.

A GOOD story is told of a betting man who was in the habit of regularly purchasing a railway insurance ticket whenever he went on his travels. Once he failed so to do, and his train was in imminent danger. His disgust knew no bounds. "Here have I been betting on this coming off all my life," he said, "and now that it has I've not got a bet on!"

There is one sadly dramatic history associated with an insurance ticket. A gentleman purchased one prior to starting on a journey, and, as is frequently done, posted it home to his wife from the departure station. The ticket was delivered simultaneously with an intimation from the railway company announcing that he had lost his life in a railway accident.

In the case of the Tay bridge disaster an insurance ticket was discovered upon the body of one of the victims. The ticket had been reduced to absolute pulp by the action of the sea water, but under a microscope the printing could still be traced. The company thereupon admitted the claim and duly paid over the amount of the insurance money.—*Railway Magazine*.

A Railroader's Prayer.

THE story is related that an old railroad worker was converted, and being present at a meeting at which there were many inquiries, was asked to lead in prayer. He hesitated a moment, and then with trembling, but clear, resounding voice, he said reverently: "O Lord, now that I have flagged Thee, lift up my feet from the rough road of life and plant them safely on the deck of the train of salvation. Let me use the safety lamp known as prudence,

and make all the couplings in the train with the strong link of love, and let my hand lamp be the Bible. And, dear Heavenly Father, keep all the switches closed that lead off on the sidings, especially those with a blind end. Oh Lord, if it be Thy pleasure, have every semaphor block along the line show the white light of hope, that I may make the run of life without stopping. And Lord, give us the ten commandments of the schedule, and when I have finished the run on schedule time, and pulled into the great dark station of Death, may the Superintendent of the universe say, 'Well done, thou good and faithful servant, come and sign the pay-roll and receive your check for eternal happiness.'"—"H." in *Pittsburg Headlight*.

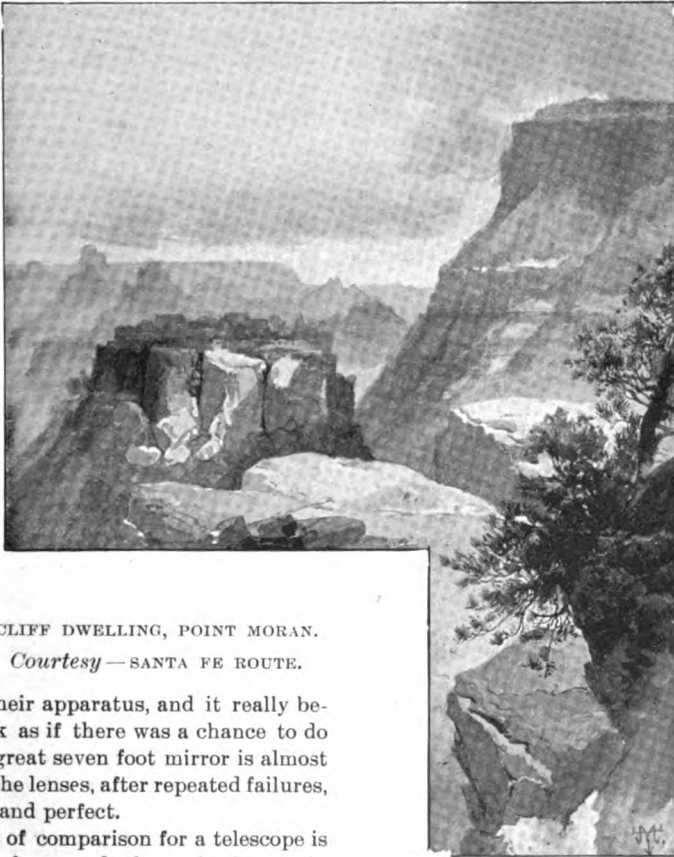
The Car Tracer's Story.

WE LOST a box car once in a curious way," said the car tracer, "and we never found it. It seems that we had a master painter in the service of our road, who was discharged for some infraction of the rules and got a position with another line. He was bound to get even with us, and one day when one of our box cars had to be repaired at the shops where he was working for day wages as a painter, he took advantage of the absence of the foreman, and in relettering the car, put the initials of another road on it. The car was sent to the other line and used by them, and when we found a box car missing, we never knew what became of it, and all our searching availed us nothing. We had a report of repairs having been made by the road on which the car was damaged and they started an investigation, but in the meantime the car was in use on the road to which it had been sent by the painter's malicious scheme. The people on that road finally found that they had two cars with the same number and wrote us about the matter. We made an investigation, but as both cars were of the same kind and built at the same shops, we could not tell them apart. However, as this particular road had a car that they claimed was not theirs, and we were short one car, they said we could take the box car. We don't know today, however, which car of the two was ours."—*Pittsburg Post*.

The Moon Within Forty Miles.

THE man in the moon, who came down too soon, as we are informed by that veracious astronomical chronicler, Mother Goose, is coming down again, practically, at the Paris Exposition, provided the great telescope now making is a success. The projectors of the enterprise assert they will bring the moon within forty miles by

fully. The completed telescope will not be subjected to the restrictions imposed on the other big telescopes of the world by the difficulties of mechanical construction. That is to say, a telescope as large as the Yerkes, for instance, is mounted on a framework of complicated mechanism and held up by a tremendous foundation. The Yerkes, which fell once before it was finally placed, was restricted to sixty-five feet in length because



CLIFF DWELLING, POINT MORAN.

Courtesy—SANTA FE ROUTE.

means of their apparatus, and it really begins to look as if there was a chance to do so, for the great seven foot mirror is almost ready, and the lenses, after repeated failures, are ground and perfect.

The basis of comparison for a telescope is the object-glass, and the only lenses to which those of the Grand Lunette can be compared are those of the Yerkes telescope at Lick Observatory, in California, and the gigantic Grunwald instrument that was shown at the Berlin Exposition. The Yerkes object-glass is three feet five inches in diameter, and the Grunwald glass measures three feet seven inches across. The object-glasses of the Grand Lunette are four feet in diameter. These are the largest object-glasses ever cast and ground success-

of the mechanical difficulties in handling an instrument longer and heavier. That is not the full focal distance of its object-glass. The Yerkes telescope does not do what it might.

To circumvent the difficulty and give the four-foot object-glass of the Paris telescope its full focal power of 195 feet, the telescope will lie flat along the ground. It will be stationary. The image of the star or other heavenly body to be examined will be

caught by a seven-foot mirror, reflected on the object-glass and seen as perfectly as if the great glass were pointed at the sky. By ingenious mechanism at both the eye-piece and under the mirror, it will be possible to catch any part of the sky and retain the image on the glass, for the mirror and the eye-piece will do what the whole telescope does in other observatories—follow the rotary motion of the earth. The casting of the great mirror and lenses has been attended with much difficulty.

The French astronomers are all at sea as to what they will discover when they look through the big glass. There is no precedent. They think they will get the moon, relatively, within a distance of forty miles. They are sure new and marvelous things will be discovered, but until the first man takes the first peep, no one can even guess satisfactorily.—*The Cosmopolitan*.

Grand Canyon of the Colorado.

NONE has yet found words of sufficient power and beauty to describe the Grand Canyon of the Colorado, says the Flagstaff correspondent of the *Chicago Record*. There are passages in the *Apocalypse* that apply to certain portions of it. Milton in "*Paradise Lost*" and Dante in "*The Inferno*" furnish some phrases that might convey a fragment of an idea. Thomas Moran has painted different views, and Jackson has photographed it from many points of observation in a very satisfactory manner, but the word painters who have attempted to transfer their impressions to paper have miserably failed. The feebleness of the English language, the impotence of the human mind is never so completely demonstrated as when somebody endeavors to describe what is visible from the rim of the great chasm. When Gen. Sully tersely remarked that it "looks like h—l with the fires out," he came nearer an accurate description than anybody else I know.

You can get to the Grand Canyon by two routes. From the little station of Peach Springs on the Santa Fe Railroad it is only twenty-three miles by way of Diamond Creek Canyon to the bottom of the gorge, and people who were in a hurry have made the trip between daylight and dark, but

they had to start very early in the morning, and got a very unsatisfactory view of nature's sublimest work. From Peach Springs you reach the bottom of the canyon, and look up a mile or more at the walls of solid rock on either side, with a turgid stream rushing through its channel as if it were in a desperate hurry to get out of the gloom. From Flagstaff the grandest and most comprehensive view is obtained from the rim of the canyon, where from a single point the eye can sweep over a panorama of twelve or fifteen miles, and by visiting different places, one can take in from forty to fifty miles of the most remarkable features.

The canyon itself is about eighty miles long. It begins in the high plateaus in southern Utah, and continues through Arizona until the elevation of the surrounding country gradually descends to the sea level and the Colorado River almost disappears in the thirsty sands that lie along the boundary between Arizona and the southern part of California.

Flagstaff is one of the most populous and prosperous stations on the Santa Fe Road in Arizona. It is an important commercial center, an outfitting point for a large mining district, a market for the products for several tribes of Pueblo Indians, and the center of the greatest natural museum in the world. From here people reach the Moquis Indian Villages, the Cliff Dwellings, the Petrified Forest, the Painted Desert and the San Francisco mountains, whose magnificent peaks, about 13,000 feet high, furnish the best view of a desert that can be obtained anywhere on the globe. All of these places may be visited from Flagstaff, where there are plenty of guides and conveyances suitable for such purposes. To the Grand Canyon there is a regular stage line, running three days of the week in one direction, and the other three days in the other, under the management of J. W. Thurber, a veteran frontiersman. The distance is seventy miles, and the trail lies along what is known as the Great Colorado Plateau. Construction gangs from the Santa Fe Railway have recently put the road in order, and it is so level and so solid that they are talking of introducing automobiles to replace the present stages.

Woman's World

The Ladies' Auxiliary.

THAT the O. R. T. Conventions are getting to be more popular with the ladies was demonstrated by the numbers that attended the Second Biennial. The parlors of the Hotel Fey were crowded to their capacity each evening and sociability was the order of the day. Many a pleasing incident will leave a lasting impress upon the memories of those who were fortunate enough to be there.

Among the visitors were noted: Mrs. F. M. Lechner, of Kansas City; Mrs. Daisy B. Tudor, Wamego, Kan.; Mrs. W. V. Powell, Peoria, Ill.; Mrs. W. H. Allison, Toronto, Ont.; Mrs. C. E. Bruce, the Misses Josephine and Lula Vennard, Peoria, Ill.; Mrs. G. C. Read, Campbellford, Ont.; Mrs. F. J. Reynolds and daughter, Medicine Hat, N. W. T.; Mrs. J. H. Abrams and daughter, Pueblo, Colo.; Mrs. J. G. Garland, Orient, Colo.; Miss Frances Reynolds, Beachville, Ont. The Misses L. DeWein, M. Richardson, Clara Daenicke and E. Hegarty, of Peoria, Ill. Mrs. L. A. Parkhurst, Cuchara, Colo.; Mrs. M. S. Davis, Kinsman, Ohio; Mrs. Edward Davis, Columbus, Ohio; Mrs. L. G. Turner, Richland Texas; Mrs. C. E. Layman, Troutville, Va.; Mrs. J. F. Hinterleiter, Corona, N. Y.; Mrs. L. D. Howard, Lewistown, Pa.; Mrs. L. A. Tanquary, Palmer Lake, Colo.; Mrs. Charles Daniel, Atlanta Ga.; Mrs. W. W. Simpson, Long Branch, N. J.; Mrs. W. T. Casey, Kansas City, Mo.; Miss Emma Gillett, Peoria, Ill.; Mrs. L. W. Quick, Peoria, Ill.; Mrs. J. C. Boggs, St. Louis, Mo.; Mrs. J. R. T. Auston, Peoria, Ill.; Mrs. J. W. Hickey, Ardmore, I. T.; Mrs. G. W. Woolley, Peoria, Ill.; Mrs. B. A. Meyer, San Francisco, Cal.; Mrs. W. A. Tenney, West Townsend, Mass.; Mrs. James T. Hart, Caddoa, Colo.; Mrs. A. C. Comstock, Stone City, Iowa; Miss Sue Nunn, Uniontown, Ky.; Mrs. E. M. Stone, St. Johnsbury, Vt.; Mrs. T. A. Murphy,

Cleveland, Ohio; Mrs. E. E. Alexander, Hartland, N. B.; Mrs. C. B. Clark, Ladonia, Texas; Mrs. W. E. Baker, Peoria, Ill.; Mrs. Belle M. Brown, Peoria, Ill.; Mrs. J. A. Donahue, Philadelphia, Pa.; Mrs. O. S. Cornell, Thorndale, Ont.

A business meeting of the Auxiliary was called for 4 p. m., May 24th, in room No. 4 of the Hotel Fey. There was a full attendance and much interest manifested.

The minutes of the last meeting were read by the Secretary, Mrs. F. M. Lechner, of Kansas City, Mo.

Mesdames Allison, Powell and Lechner were re-elected to their former offices of President, Vice President and Secretary, respectively. Mesdames Stone, Woolley and Simpson were elected members of the Executive Committee and appointed as Correspondents for the Woman's World Department of THE RAILROAD TELEGRAPHER to represent the localities in which they reside.

A vote of thanks was tendered Bro. A. D. Thurston for his many helpful suggestions, and a similar vote was tendered the past officers. The meeting closed with the blending of voices singing "Blest Be the Tie that Binds," and the oft expressed wish that all present would meet again on the first Monday in September, 1901.

Man's Rules and Women's Work.

Dear Sisters:—I think we should ask for a special clause in all schedules, viz.: There shall be no discriminating against women operators. How many roads in the last few years have made it a "rule" not to employ women. Of course, they are not called upon to give any reasons, but they can always conjure up plenty of so-called reasons.

The ones most often set forth is there are so few places where they can use a woman, on account of handling freight and express. Usually where freight is received there are people to receive it, and "loungers" at all

way stations, who, for a mere pittance, will place the freight into ware rooms. Having the freight put away would not cost a lady what a man pays out for tobacco, and they can afford it. I think if the "officials," who or whatever that means, were disposed to be fair, they would give woman a show. Tell her she could go here or there and show what she could do, then drop around occasionally and see what they find amiss. I think in about ninety-nine cases out of one hundred they would find everything in perfect order. Clean office and waiting rooms, and neatly kept books.

I feel rather sore on this subject with good cause. I had a lovely office in a pretty little town in the mountains, where I made about seventy dollars a month, and had advantage of church and schools for my little ones, when all unexpectedly I got a transfer to a miserable little "OS" office out on the plains, with a one room leaky shack to live in with a family of five children, and last, but by no means least, a drop in my pay of some twenty dollars.

I was giving very good satisfaction as agent, but the rule that some woman-hater invented did it all. The rule is a continued affair, and the rest is that they will employ no more women operators, and so long as we hang on to what we have, we draw our pay, but when we let go, its all off with us here. Honestly, I believe the rule is like a kite, has a tail dangling to it, and the tail reads like this: "We will not promote any woman, and will give her no show, and will not even appreciate her grit in holding on and hoping. Respectfully, (signed) Bluebeards."

There are dozens of roads just the same, and what is to become of a woman with a house full of little ones to support? I can name several like myself. Small compliments thankfully received, larger ones taken in proportion. I am just awfully glad I am permitted to have my little "OS" job, for I could not do anything else to keep starvation out of the door. I sometimes have visions of nice little offices in little towns, and then the rule bobs up and obliterates all.

I think this is a question to be taken up and discussed by the sisters and brothers; I do not feel equal to the occasion.

Yours in S. O. and D.,

CERT. 2945.

From "Little Rhody."

THERE are so many subjects upon which I wish to touch, I find myself wishing I possessed a more apt pen that I might better express myself. I have been reading the "Convention" number of our Magazine, and found so many good thoughts, well expressed, it makes me wish I, too, could write something really helpful and inspiring.

I am always pleased to see something from a new sister (new to the Woman's World, though, perhaps, not new to our Order), and was particularly so with the letter from a brother's wife in the May number. I am sure we all feel grateful for any interest taken in our cause, and it certainly helps us to see it expressed upon paper. I wish, as I have said before, that more of the sisters would write. Suppose our brothers were as backward about writing for our Journal, what would be the result? We certainly wish the same compensation for an equal amount of work, why expect it in one branch if not in another? Do you not think our brain as fertile as our brothers?

May I say just a few words in regard to the much discussed "Student" question? It seems to me that the greater part of those who write upon the subject, do not do so in a spirit of love. We can never influence anybody to see the good in our cause if we talk against them, and we not only lose a perhaps valuable member, but injure the very cause we are trying to help. "The noblest motive is the public good," and human nature is very much like a cat, it objects to being stroked the wrong way. We must all help make — and not only make, but keep — our Order everything it ought to be. That will be our best argument with all "nons," to become one with us. "Not failure, but low aim is crime," would be an excellent motto for us to have in mind.

It gave me much pleasure to see Sister Rodey's picture in our Magazine. I felt as if I would like to shake hands with her. May I do so now through THE TELEGRAPHER.

Here is a greeting to all sisters and brothers, wherever they may be, and a special greeting to the two who are seeking new fields, and will be missed at Lodge No. 256 for an indefinite period. We can ill afford to lose any of the faithful members.



HEAD OF THE OLD HANCE TRAIL. DRAWN BY THOMAS MORAN.

Courtesy—SANTA FE ROUTE.

Where are those thoughts of vast (?) magnitude, which seemed to hover round before I began this effusion, Alas! they are traitors and do not linger at my bidding. But I would ask two of my sisters to be careful how they award "medals," if they do not wish to see me in print. But I must not claim any more of your attention, somebody else can do so much better.

Yours in S. O. and D.,

P. W. N.

From an Old Friend.

IN LOOKING over the May number of THE TELEGRAPHER I was much impressed with the thought that, after all, it is our brother's journal almost exclusively.

And then came the question, "Whose fault is it?" Certainly the sisters are not silent from lack of invitations to speak.

Several years ago, although at that time a non-member, I enjoyed the arguments with the boys and girls through these columns.

In those days many of the sisters contributed regularly. Among them were "Pocahontas," "One of the Girls," etc.

Then there was that fraud, "P. K. Boo," who tried to pass for a sister, but we could tell him by his style.

We had our poet then, as now, "Red" of South Dakota. I have in my collection of "classical literature" a little gem from his inspired pen. Should this letter meet his eye, I wonder if he will remember "Yours truly?"

Two others of the boys I recall—Brother W. H. Allison, remembered for true brotherly kindness to a lonely, inexperienced sister, and Brother L. Stevens for the handsome cactus, alias horned toad, which he sent as a specimen of the flora of Texas.

How many of you remember a lively dispute over the relative salaries of men and women, and the ridiculous arguments in favor of paying higher wages to men?

Is not the system of seniority carried to extremes in many cases? I have in mind a brother telegrapher, also an agent, who gives this as a reason for not joining the Order, and I must confess that I cannot find an answer satisfactory either to him or to myself.

He thinks it cannot be a good thing, where an employe is doing all he can for the interests of the company, for another person of much less ability to step in and take the position for two reasons only—he is older, and he wants the place.

I understand that the O. R. T. expects merit to be considered as well as seniority, but it seems that with us, at any rate, merit is frequently lost sight of, and seniority has full sway.

One more subject is on my pen—that of neatness in our offices. If it is true that "cleanliness is next to godliness," how many removes are some of us from that blessed state? When each operator makes a business of keeping his office neat, half the bitterness of being on the "extra list" will be gone.

We spend half our lives in our offices; let them be as attractive as we can make them.

As this is merely a renewer of old acquaintances, I will be brief, hoping that at least a few of you remember

Dot.

From Oregon.

I HAVE just finished reading the April issue of THE TELEGRAPHER and am greatly pleased to see the interest taken therein. Although the sisters stood back a little this time, perhaps they are going to give us a crowded department in next number. We hope so at least.

Now, that the O. R. T. ship is sailing smoothly, it is the very time to get in your good work and prepare ourselves for the storm, should it come. Don't be content with thinking that "I'll not write. Let some one else do so," for if we all should choose to think this way we would soon reach the end. There are girls, good sisters too, on our lines who can write a whole "book" to some dear brother down the line, (who has half a dozen other girls), and still think of more to write, but when it comes to writing just a short letter to our valuable Journal, she hasn't time, or some other excuse not much better. Girls, you had better put your letters where they will be appreciated, also where they will do good. One letter in print will do more good than a dozen sealed ones to a single person. Or, if you wish to write to just one at a time, let that one be to a poor "non," and perhaps

you can do a little good there. We certainly all know that this great struggle is as much for us as for anyone else, therefore we should not be willing to stand back and let others fight our battles for us. Try to be up in the front line and when the victory is won you can be thankful that you have performed a good part.

The letter from Russell M. Cornell, in the April number was fine, and right to the point. We hope to be better acquainted with this brother in the future, also to have the pleasure of reading many of his letters in our pages.

I will not take up any more space from the other sisters, as we expect to hear from more of them in this issue.

Best wishes to all the brothers and sisters, and for the welfare of our noble order. I remain,

A willing helper,

"ERMYNTRUDE."

Vegetarianism.

FOR many years doctors and scientists have been telling us that meat is the most nourishing and healthy food that can be eaten; nowadays the most learned doctors tell us that to be real healthy you must abstain from flesh eating, and use eggs and milk in its stead. They tell us that in the stomach of human beings there is no digestive apparatus for the storing away of beefsteak and other meats.

Surely those who have made a study of the question know that meat-eating is productive of much ill-health; why, how can it be otherwise, when the animals we eat are themselves so often in the first stages of disease? But aside from that, my young friends, have you never thought of the awful hardening effect the killing of animals has on those who participate in it? I wish you could visit one of the large packing houses and see the disgusting array of carcasses being prepared for shipment to all parts of the country, to be eaten by the thousands who seem to have no thought or care of the hideous side of the meat traffic—to say nothing of embalmed beef. Why should we interpret "Thou shalt not kill" into meaning merely "Thou shalt not kill human beings," and that to be obeyed only when one or two human beings are in ques-

tion? When there's a whole race to be killed off it doesn't count.

Has not the wise God of the universe created an abundance of good things to eat, without taking a chunk out of a great, splendid cow? Please do not ask what we would do with all the animals, as if we had to eat them just to get rid of them; you don't eat poisonous plants simply because they are in the way. Besides, please remember that animals are bred with great care, else we would not need to complain of there being too many. Think of the luscious fruit, the nuts, and the appetizing vegetables in such profusion that there is more than enough for all, and then do not make of yourselves sepulchers for the bodies of dead animals.

"Live and let live."

Keep as Young as Possible.

GENIUS is a very good thing to have, but let me tell you, good looks are an important factor in a woman's life, an aid to successful popularity, and I think there are very few who are indifferent to it.

Some say we are just as old as we feel, and you hear a sixteen-year-old girl say some day: "I feel a hundred today." Of course she is exaggerating, but there is some truth in it. We have all experienced such days. The mind and heart have much to do with outward appearance. The great trouble young people make is in getting cynical, and to believe the whole world is false because one young man or girl friend has disappointed or deceived them. "The world is full of beauty when the heart is full of love." There was never a truer saying. Believe in people—there is something wrong about yourself when you find so much fault with your friends. Be true to yourself. We cannot deceive the world; they rate us at our own standard. If we have lofty, noble actions they will be found out and appreciated. If we are selfish, fretful at home and fault-finding, it will follow us. Keep your faith in humanity. You will be so much happier to believe in people. Cultivate a cheerful, happy spirit. Our personal appearance has much to do with

our looks. Never get careless or indifferent to the gowns you wear. Try to be dainty. Daintiness is a great charm. I admire a woman who is past forty, and yet she charms everyone by her perfect grooming. She finds time to take care of her skin. Her hair and teeth and hands are all perfectly cared for. Although she has a large family and many hundred cares, her pride and innate refinement demand that she shall not neglect her person. Her husband and sons admire her, and think her the prettiest woman they know.

"Home-making" in its highest sense is one of the most truly elevating and noble of all human pursuits, but I can't call to mind one of these true home-makers without also finding her careful about her appearance. It's not vanity; it's inborn love of neatness, cleanliness; it will follow such women to their graves.

Health and the laws of hygiene are necessary to keep up your good looks. One should understand the functions of their

own body. To keep the complexion soft and free from greasy appearance it is well to use borax and tepid water daily. It is hard sometimes for a busy housekeeper to keep her hands clean and her nails looking neat when she has to put them in water so much, and the ladies who are best groomed tell me that instead of using soap they use equal parts of lemon and glycerine and a small quantity of borax, and the whole sweetened with triple extract of violets. We can recommend borax for softening the finger nails and making them amenable to treatment. Many expensive nail powders are nothing but borax, plain or perfumed.

The young girl's pride should be to be dainty and charming at all times; never to appear untidy, hair rough, teeth unbrushed, and all such. It gets to be a habit before you know it; and the older woman will soon be repulsive unless she practices neatness and to always be stamped as "the lady." The very coal cart driver will recognize the fact that she is a lady. KENTUCKIENNE.



AN EVENING AT THE CANON CAMP. DRAWN BY F. H. LUNGREN.

Courtesy — SANTA FE ROUTE.



Poetical

THE POOR MAN'S BURDEN.

DICK DRUMMOND.

Take up the poor man's burden —
Send forth the best ye breed —
Your sons were born for labor,
To serve thy Master's need;
To toil in field and workshop
That others may go free,—
Your fate decreed by Heaven,
Seek not for liberty

Take up the poor man's burden —
Bow to the money kings —
Yea, toil and sweat and suffer,
Content with common things.
The houses ye have builded,
The wealth that ye have earned,
Belong to God's few chosen.—
This lesson must be learned.

Take up the poor man's burden —
The burden of your sires —
To toil in hopeless silence,
And quench your heart's desires.
Thy sons were born for serfdom.
Thy daughters born for pain,
In silence bear thy burden —
Increase thy Master's gain.

Take up the poor man's burden —
Ye dare not throw it down,—
Nor call too loud on Justice
To give you back your own,
Ye may be sons of freemen —
But manhood passed ye by,
Your fate to toil for others,
To suffer and to die.

Take up the poor man's burden —
And reap his old reward —
The blame of those ye toil for,
The hate of those ye guard;
Contempt from those ye honor,
Abuse for what ye give,—
Ye have no right to knowledge,
Ye have no right to live!

Aye —

Take up the poor man's burden —
And cast it in the dust,—
Stand up in noble manhood,
Reject the rich man's crust!
Take up the poor man's cudgel —
Break the oppressor's rod,
Proclaim thy rights eternal,
And leave thy case with God!

A BACK YARD FIGHT.

They met on top of the back yard fence—an unconventional place—
And each one felt rather shy, upon seeing the other's face.

"I didn't know that the fence was yours;
Do you live in the big house there?"
But the little girl hugged her pussy cat,
And gave him a vacant stare.

"I've got a beautiful dog," said he, with a look full of scorning at

The bundle of gray that the small girl held —
Her beautiful pussy cat.
And then the little girl found her tongue —
"Pussy can scratch and bite,
And if your dog is worth anything,
Why couldn't they have a fight?"

The little boy grinned from ear to ear; it wasn't the thing to do,

But maybe you would have grinned yourself,
If the little boy'd been you.

"He'll kill your cat, but if you don't care
It'll be all right with me."
And he went to fetch the dog, with a heart
That was brimming o'er with glee.

Then at it they flew; with teeth and claws,
And the little boy cried, "It's fun,"
Till he saw the cat was beating his dog,
Who'd nothing to do but run.
"Now, isn't he brave?" the little girl laughed,
As she kicked her heels on the fence,
And the little boy felt two inches tall
And dreadfully short of sense.

Then down he climbed, in his own back yard,
And the world felt very flat,
And he wished instead of a frightened dog,
He had owned a pussy cat.
But such is the way of the world, alas,
And you'd best be sure you're right,
When you make a statement, but, best of all,
Keep out of a back yard fight!

— Mary Brent Whiteside.

ALL IN THE MIND.

The birds in the branches sang blithe overhead,
'Twas the rarest of days in June;
But I caught no joy from the warbler's lay,
Though the strains were sweet and gladsome and gay;

They woke no response and they passed away,
For my heart was out of tune.

The world was a-bloom with a thousand dyes,
 'Twas a perfect summer day;
 But I saw not the beauty and felt not the grace
 Of the daisy's form or the pansy's face,
 Or the concord of sound and color and place,
 For my heart was out of tune.

There came a day when the clouds hung low,
 The elements were at strife;
 But I heard not the storm that went whirling past,
 Nor felt the cold breath of the wintry blast;
 I heard but a message of peace that had cast
 All the sense of unrest from my life.

Now I know the subjective world of my thought
 Is the only world I see;
 That my sense of beauty, harmony or strife
 Comes not from without but within my life;
 That I see reflected whatever is rife
 In my heart. Ah me! ah me!

— *Exchange.*

IT MATTERS MUCH.

It matters little where I was born,
 Or if my parents were rich or poor;
 Whether they shrank at the cold world's scorn,
 Or walked in the pride of wealth secure;
 But whether I live an honest man,
 And hold my integrity firm in my clutch,
 I tell you, brother, plain as I am,
 It matters much!

It matters little how long I stay,
 In a world of sorrow, sin and care;
 Whether in youth I'm called away,
 Or live till my bones and pate are bare;
 But whether I do the best I can
 To soften the weight of adversity's touch
 And the faded cheek of my fellow-man,
 It matters much!

It matters little where be my grave,
 Or on the land or on the sea;
 By purling brook or 'neath stormy wave,
 It matters little or naught to me;
 But whether the angel of death comes down
 And marks my brow with his loving touch
 As one that shall wear the victor's crown,
 It matters much!

— *Australian Workman.*

MEN.

The world has had performers, men who were
 sternly just,
 Who smote the thrones of wickedness, and laid
 them in the dust;
 Meek, tender men, made mighty by mankind's blood
 and tears,
 Strong men whose words were thunder-bolts to
 smite the wrong of years.

Were all these stern reformers of a breed too weak
 to last?
 Did all the great wrong smiters wane and perish in
 the past?
 Did they fight a losing battle? Were they conquered
 in the fray?
 Why are there no "reformers" fighting in the
 world today?

Well, 'tis but a thing of labels: the reformers have
 not gone,
 But they're mixing with the people with misleading
 labels on;
 For we placard them "fanatics," "visionaries,"
 "cranks" and "fools."
 Men denounced by clubs and churches, — by the
 journals and the schools.

There are men who wear these labels daily in the
 market place,
 Heroes of the ancient lineage — kings and saviors
 of the race;
 And we never see their greatness thro' life's trivial
 events,
 But our children's sons will read it on their granite
 monuments.

— *Sam Walter Foss, in Gatling Gun.*

THE SLANDERER.

I dreamed I stood outside of Hell's
 Dark walls, and cries, and groans, and yells
 Came from a distance deep within
 That dark abode of pain and sin.
 Louder and louder on the ear
 Those murmurs broke, and seemed more near
 To be advancing, like the roar
 Of some dark storm-cloud breaking o'er
 A mighty forest, old and still;
 And rushing on o'er vale and hill,
 Curses and imprecations dire,
 Terms of contempt and vengeful ire
 From myriad tongues I now could hear,
 Each moment seeming still more near.
 Toward where I stood the tumult drew,
 And Hell's broad gates wide open flew.
 Out rushed a being sore in haste,
 By demons, imps, and devils chased.
 "Drive him far off!" loud, Satan cried,
 "And you, gate-keeper, woe betide,
 If e'er within these walls is seen
 Another being half as mean!"
 A fiend came near. I said, "Pray, tell
 Is aught too mean, too vile for Hell?
 Who can that wretched being be
 That ye have forced so far to flee
 From this dark den of sin and shame.
 Tell whence he came, and what his name?"
 He grinned a smile of ghastly mirth,
 And said, "A Slanderer, from Earth."

— *Simeon Carter.*

FACE TI OUS

The Craze for Titles.

Reginald—I wonder why dese Merikan gals is so crazy ter marry titled furiners?

Clementina—You see, dey can't jine de secret societies an' git titles as de mens do.

High Ambitions.

"I'd like to be rich enough to get my name in the papers every day."

"And I'd like to be rich enough to get my name off the tax list."—*Indianapolis Journal*.

A Limit to Unanimity.

"Our orchestra has gone to pieces."

"What was the matter?"

"Our leader trained us to play as one man and then wanted to pay us that way too."—*Chicago Record*.

A Man no Longer.

Mistress—Mary, have you got a man in the kitchen?

Cook—Well, mum, I don't call him a man. He's just called to say he's goin' to break off the engagement, an' we've been courtin' two years.—*Tit-Bits*.

A Victim of Circumstances.

Mother—Dear me, Bobby! Your teacher tells me you stood at the foot of your class this month.

Bobby (blubbing)—Well, that ain't my fault. They've taken Tommy Tuffnutt out and sent him to the reform school.—*Judge*.

A Full Carol.

The following letter is a rare example:

"My Darlin' Peggy: I met you last night and you never came! I'll meet you again tonight, whether you come or whether you stop away. If I'm there first sure I'll write my name on the gate to tell you of it; and if it's you that's first, why rub it out, darlin', and no one will be the wiser. I'll never fail to be at the trystin' place, Peggy; for faith, I can't keep away from the spot where you are, whether you're there or whether you're not. Your own, Mike."—*Tit-Bits*.

Cheap.

"Why is it that your melancholy looking neighbor always has so many troubles?" asked a suburban resident of another.

"Because he can borrow them. There's a man that will borrow your paper every day before you are through reading it, and then get grumpy on your hands if you quit taking it. You can bet your life that if he had to buy trouble he wouldn't have any."—*Detroit Free Press*.

Illustrious Origin.

"How slangy Tennyson's poetry is occasionally!" observed the girl in the fur jacket.

"You're prejudiced," replied the girl in the yellow buskins. "I never heard him accused of such a thing as that before."

"You didn't know, perhaps, that he originated one of the most odious slang phrases of the present day. Listen:

"'Love took up the harp of life,
Smote on all its chords with might;
Smote the chords of self, that,
Trembling, passed in music—out of sight!'"

A Meddler Taken Down.

To a young man who stood smoking a cigar on a down-town corner the other day, there approached the elderly and impertinent reformer of immemorial legend.

"How many cigars a day do you smoke?" asked the licensed meddler in other people's affairs.

"Three," replied the youth, as patiently as he could.

Then the inquisition continued: "How much do you pay for them?"

"Ten cents each," confessed the young man.

"Don't you know, sir," continued the sage, "that if you would save that money, by the time you are as old as I am you would own that big building on the corner?"

"Do you own it?" inquired the smoker.

"No," replied the old man.

"Well, I do," said the young man.

—*Chicago Chronicle*.

Wants to Share Honors.

There was a disagreement, and the mother undertook to straighten things out.

"Why can't you play nicely?" she asked.

"'Cause he wants to boss things," answered the younger. "He wants me to play I'm President of the United States."

"Well, why don't you?"

"'Cause it's my turn to be Dewey. He can't be Dewey all the time."—*Washington Capital*.

Off His Guard.

I remember hearing of a law court case where a man had entered an action against a railway company for an injury to his arm in an accident. Said the opposing lawyer:

"I understand that you have lost the use of your arm entirely through this accident."

"Yes," replied the plaintiff.

Lawyer—"How high can you lift your arm now?"

Plaintiff, with great difficulty, moves it about an inch.

"How far could you lift it before the accident?"

"Right up there!" at the same time shooting it right up over his head.—*Philadelphia Evening Saturday Post*.

Philosophy of the Heathen.

"As I understand it," said the heathen, "you propose to civilize me."

"Exactly so."

"You mean to get me out of habits of idleness and teach me to work."

"That is the idea."

"And then lead me to simplify my methods and invent things to make my work lighter."

"Yes."

"And next I will become ambitious to get rich, so that I won't have to work at all."

"Very likely."

"Well, what's the use of taking such a roundabout way of getting just where I started? I don't have to work now."—*Ex.*

A Possibility.

She was a portly lady, with a lot of bundles—and it may be noted at this point that it is almost always the case that the larger a lady is the larger and more numerous are the bundles she carries—and when she entered the railroad station she was

puffing so that a drowsy man on the front seat jumped up suddenly, thinking it was the engine of the train he was waiting for. She approached the ticket window, and there she put her bundles in all the available space. They were nice, new, store bundles, however, and no objection was made.

"Is the train for Jungleville gone yet?" she inquired.

"No, ma'am," responded the clerk.

"How far is it there?"

"About seventy miles, I guess, ma'am." For he was new to that place and was not thoroughly conversant with details.

"What's the price of a ticket?"

"One ninety-eight, ma'am."

"One ninety-eight?" she repeated. "How does that happen?"

"I don't know, ma'am," he replied as he eyed her bundles. "I guess it must be marked down from \$2."

The Fool Lobster.

"I think the biggest fool in water is a lobster," said an old Virginia oyster shucker. "I suppose you know how we catch lobsters in the sound? Take a box, bore holes in the side of it and sink it. Put out your buoy so you'll know where to find the box. Leave the box sunk all night, and go out next morning and haul it up, and you've got a box full of lobsters. And the funny thing about it is that they go into the holes backward. Even people will put their heads into holes where they are looking, but it takes a lobster to back into a hole, and they keep on doing it. Fish are smart. You'd have to play with them to get them to bite. But lobsters, they back right into your arms. Biggest fools that live."

Not Too Drunk to Tell the Truth.

It happened on a crowded car. A seedy-looking man, very much the worse for liquor, rose to give his seat to a lady, when a robust man slipped into the vacant seat, leaving the lady still standing.

"Sa-a-y, you—you fellow you," said the boozy but chivalrous individual, as he swayed to and fro hanging to a strap, "I'm drunk, I know, but I—I'll get over it, I will, but you—you're a hog, and you'll never get over it in—in this world—no, sir, never!" And the passengers agreed with him.

Our Correspondents

Majorities' and Minorities' Rights.

JOSE GROS.

ONLY a few days ago we had the opportunity to meet and watch for quite a while the manners and modes of talk of two friends of ours close to the top notch in wealth and social importance in our town. The number of that class, out of our 11,000 population, is relatively large, part of them being men doing good business in New York City, and having their pleasant or even luxurious homes over our charming hills, close to the town. Not less than one-tenth of the population may then belong to the wealthy or well fixed classes, while the same shall hardly exceed three per cent. for the whole nation. Those two friends of ours make up a grand total of 160 years, each one being not far from eighty, or a little over, they both are healthy and robust, alert in brain power even if not very classic in muscular force, but not less than we have known them to be for the last twenty years. Alert in brain power we have said, but what kind of it? The kind to which their long life has been consecrated, the business life, how to accumulate wealth and how to retain it; and those two friends have always preserved their admirable shrewdness in the two lines, one of them as a bank president, the other as a landlord of considerable volume, both well provided with what we call securities, which are indirect titles on real estate of some kind, some where, in opposition to the specific ones, because direct and more distinctly localize.

There they were, those two fine specimens of our modern progress, standing close to each other, dried up in features, clear in mind, juicy in what appertains to investments of a solid character, talking about the eternal complications and non-sense of business combinations forever on

the move in endless changes when not sunk into stagnation. The idea that occurred to us, while contemplating those two living old phantasms was: what have you two and your species learned during your long lives, about double the average for the race? You have been leaders of thought and moulders of public sentiment, whatever that may mean, for half a solid century. You have been looked up to and respected by two generations of men, young and old. You have always been found as forming the advance guard of all that is right after the manner of men, and at the rear of all that is fundamentally good and truthful after the manner of God. You have been models of personal morality, but have always thrown to the dogs all that refers to public morality, all that is connected with social and national honesty. You don't really know what the latter means. You have never stopped to think on the subject, although you have been pillars of churches for over forty years. You have heard of poverty right and left, of distressed conditions of life among vast masses of people. You have attributed all that to the laws of God, never to those of men by which you have stood. You have fought against all conceptions tending to reorganize civilization in accordance with the golden rule principles that were so beautifully expounded by the Christ you have been worshipping all your lives. It has never struck you how inconsistent all that must necessarily be. And today at an age which so few of those born, reach, you keep on living as if this earth of ours was to be your home forever. Much less do you ever dream that you may at any time be called to give an account of yourself, in a world in which all your earthly goods will avail you nothing, as if they had never been your own!

All of our above meditations apply to every one of us younger people, even if we are

relatively poor. They apply in the sense that each one of us has higher duties than those of mere wealth accumulation or anything of the kind. And the later in life we commence to work for those higher duties, the more difficult it will be for us to do much of anything in that direction, because of the habits formed in mere low, materialistic ideals, as in the case of the human type we have described.

And what about that other type which, young or old, trusts on what is called the natural upward march of humanity? Could we have the type of those two old friends if we had had a progress worth the name? Because that progress has so far consisted in giving to five or ten per cent. of the race a certain degree of success in the accumulation of earthly goods, and with mighty few exceptions that five or ten per cent. have become as petrified as the two friends above outlined, as dead as they are towards perceptions of a high order.

There can be nothing natural in a progress that piles up the wealth in the hands of a small percentage of each generation and keeps in poverty the bulk of those who produce all the wealth to be had. And the percentage of the wealthy is smaller today than in many previous historical periods. It is smaller today among the advanced nations, so called, than with the backward nations. All in relation to the respective wealth produced, as we can prove by actual facts if our assertion is controverted or challenged. Our progress is then becoming more and more unnatural as it advances, over the left, or in the wrong direction. That is proved by many of our modern atrocities. Take for instance the recent data given by the New York State Board of Lunacy to the effect that there alone we send every year 7,000 young women into insanity from absence of food and other needs of life! Is there anywhere, has there ever been, at any time, any savage tribe as savage as we are in the midst of our glorious conditions?

The first step in real progress should then be, it seems to us, to undertake some natural retouch in our fundamental social adjustments. But what happens when that is suggested? Most of our smart young men, not to say the old fellows dried up and juiceless as the two we have mentioned,

will halloo: That will not amount to anything. Will they give us any proof? Not one. And suppose that the suggestion is to let the popular vote be expressed in one, two or three simple enactments every one or two years, besides the election of executive officers instead of our idiotic present process by which voters can only vote for a lot of men for them to do what they see fit in legislation. Do you know what they say, both the old stale wealthy chaps and many of the rising generation struggling for mere animal existence? They say many foolish things, among them that involves the folly of trusting everything to majority vote and leaves no rights to the minority.

Have we not always been ruled by minorities, and very small ones too? What have our past and present elections ever meant? The will of the five to ten per cent. to whom we give some wealth or great wealth. Is it not time that the process should be reversed and thus try if the majorities can make less blunders than minorities have perpetrated in the last sixty centuries of that progress that keeps majorities sunk into poverty, when they alone produce most of all wealth?

And suppose again that the one or more laws to be voted direct by the people should be laws of equal rights, instead of the 10,000 laws of monopoly that minorities gives us every year. Would not the former protect the rights of the minority as well as those of the majority?

Under a real natural progress, nobody should have any rights, but equal rights.

It takes our past and present unnatural, farcical progress to give to the few all sorts of privileges by which we create one thousand and one monopolies that crush the many into eternal poverty and make their lives worse than those of most savages not yet degraded by the white men.

From Ontario.

In looking over THE TELEGRAPHER for the past few months, I notice that much has been said regarding Sunday labor, seniority and board of examiners.

In regard to abolishing Sunday labor, I think it should be pushed forward as fast as possible, and do not let it all end in talk. I do not see why it could not be done. I

don't say as to abolishing it altogether, but only allow the most important trains to run, those containing perishable goods, etc. I think express and passenger trains running six days out of the week would be quite sufficient.

I wish that these Sunday pleasure-seekers would only stop for a moment and consider that they are keeping the much-abused and over-worked operator on duty all day Sunday after working twelve hours a day for six days, and, in nine cases out of ten, eating a cold lunch every day in place of a good, warm dinner, which other classes of workmen most always get. If you ask the dispatcher for leave to go to dinner, he will politely tell you that you cannot go, as he might want you before you could get back. No wonder operators, and railroad men in general, never live to a good old age. I guess all operators, especially those working at night, know the horrors of the boarding place. One glance at the lunch basket is sufficient to convince you that the demon dyspepsia is lurking there, and if it once gets the grip on you, you may as well give up the ghost.

As regards Sundays, I would suggest that only half of the operators work one Sunday, and the rest the next — they would be sufficient to get the few most important trains over the road — and to be allowed one week-day in which to transact such business as they may have to do, and three weeks' holidays at least, at full pay. This would give them a chance to see the inside of a church once in a while, and not be compelled to be content to sit by the office window and see all the other people wending their way to church and enjoying a much needed rest. God speed the day when we may have the same privilege.

In reference to seniority, it is all right in its place, but merit and ability should have an equal footing, and, in some cases, the preference. There are men who may work all their life-time and not be any farther advanced than when they commenced.

Senior operators should be given a fair trial, and then if they could not handle the position satisfactorily, why, drop them back and let merit and ability have a chance.

As to a board of examiners, I think quite a number will agree with me that this would not work successfully in the majority of

cases. Take, for instance, the man who has served all his life on a railroad. He is getting old and cannot move around as quickly as he could in his younger days, but he does his work carefully and with good satisfaction to his employer, but were they put under the restriction of an examination by the much-talked-of board of examiners, they would have to drop out of the positions they have held so long.

Now, what is he going to do to support his family? Telegraphy is his profession. What does he know of any other kind of work? Some would say, surely he must have saved something for a rainy day. Well, he does, but it generally rains every few days, and he has to use it again. The dollars in a railroad man's bank account are few and far between — something like hens' teeth. They do well to move along with the commonest necessities of life. This move should be well considered before being put into effect.

Someone mentions in the January number of *THE TELEGRAPHER*, and repeats in the April number, those tiresome words which were heard on the G. T. R. R.: "Operator, send slow." I don't think he would have any occasion to make a remark like that were he on this, "the Toronto & Belleville Division of the G. T. R. R." I don't know of a single student on the division, and very few non-members, and we hope soon to make a golden harvest of them all.

I hope to see this matter taken up by some of the other members.

Yours in the cause,

SAM.

Turn On the Light.

Editor Telegrapher:—

A correspondent in your April number springs what is yet to be an important and far-reaching question with the American people, viz.: "Government Ownership of Railways and Telegraphs." The first thought is, would it be desirable? This can be answered by quoting a few facts and figures.

On government owned railways in Germany you can travel four miles for one cent. Wages of employees are 125 per cent. higher than when operated by corporations. In ten years net profits increased 41 per cent. In a single year the government made a

clear profit of \$25,000,000. The state railway at Berlin sells annual tickets for five mile rides in and out of the city, at the volition of the purchaser, for \$4.50, and if the holder goes to the city in the morning and home at night he travels 3,650 miles a year. If he goes to dinner and returns to the city after supper, as many do, it means over 10,000 miles travel for less than \$5.00.

Australian government-owned roads sell 1,000 miles travel, first-class, for \$6.50, and workmen ride six miles for two cents, twelve miles for four cents and thirty miles for ten cents. Wages there are 25 to 30 per cent. higher, it seems, for eight hours work than for the same labor here for ten hours. In Victoria, at these rates, the railways pay all the federal taxes.

In Belgium, government ownership reduced railway freights and fares one-half, and doubled wages; then the yearly net revenue to the government is \$4,000,000.

In Hungary, since the government bought the railways, you can ride six miles for one cent, and wages have doubled.

New South Wales owns all railways, street car lines, telegraph and telephones. All government mail and freight are carried free. Employees work eight hours per day. Engineers get \$3.50 and common laborers \$1.90 per day. Passenger fare is one and one-half cents per mile. Yet the 2,570 miles of railway carried 17,000,000 passengers and the net government profit per year is \$5,000,000.

Are not Americans just as capable of owning and operating successfully government railways, telegraph lines and other giant enterprises, as any people on earth?

On a government-owned railway a person could travel from Boston to San Francisco for only \$10. The United States pays \$275 for a postal car between those two points. A passenger coach would carry fifty passengers, which, at \$10 each, would be \$500, or a net profit on each coach of \$225, after paying 5 per cent. on 100 per cent. of watered stock. Then, instead of a thousand changing, conflicting rules, signatures, identifications, disparities and repudiations, there would be uniformity, system, order. You could travel one mile or one thousand, on one road or a dozen.

If J. Pierpont Morgan can control absolutely 52,000 miles of railway, and the Van-

derbilts 20,000, surely Uncle Sam is big enough, and rich enough, and wise enough to own and control the railways of the nation. The railroads actually discriminate against the government. They allow the express companies to carry the great newspapers at one-half cent per pound; yet the Postmaster General wants newspaper postage put up to eight cents per pound to meet railroad avarice. The government can carry that mail cheaper than any express company.

But I must not intrude further on your valuable space, except to give the words of the *Boston Pilot*, to-wit: "A telegraph, extending wherever the postal routes go, with every postmaster in the small towns a telegraph operator and every post office a telegraph station, would bring about an era of swift and easy communication that would broaden the life of the people and bind distant communities close together. We ought to have it."

Fraternally,

M. N. BUTLER,
Kansas City, Mo.

Flap-Jack Operators.

Editor Telegrapher:—

We are not exactly on the "Suwanee River," but we are away down here where springtime has come, and all nature is donning its light clothes, and the blood in our veins is getting thinner and quicker, and it makes one feel as if we are surely some of the blest of this great universe. Macon is a lovely little city of 40,000 inhabitants—beautifully checked off—nice paved streets, broad sidewalks, pretty parks, with a delightful Summer climate varying from 65 to 85 degrees, and always cool, pleasant nights. Here, too, is the birthplace and home of Division No. 114—the banner division south of Mason and Dixon's line. We have 130 true and active members, and taking in good material at each monthly meeting. Of course, we lose a few of the soreheads. It is a sad fact that there are among operators—like every other profession—some who only slip into the unions when old Pete gets too close to them, and some operators join our noble Order, put on solemn faces and obligate themselves to be true, and to do all in their power to upbuild the Order. But their oaths are like pie crust before the

war — easily broken. They let their dues lapse, forfeit their insurance and their obligations because they have now good positions, independent, big-headed and foolish to a degree. The first thing we know they are sending in applications to be reinstated, and inquiry brings out the fact that they have lost their jobs since their dues lapsed. Now they want to come in again, just to get our influence and help. But this division has shut down on these mince pies of all sorts of ingredients. The fact is, a man who does not value his honor enough to never allow it to be forfeited, is a very sorry man, and the less we have to do with that class, the better it will be for the men whose obligations are as pure as crystal and more valuable than diamonds—a sorry, slip-sided, volunteer delinquent should be passed by by us; let them go, for just as sure as the time ever comes when we will need their co-operation and support, they will be the only ones to run up the white flag, and surrender for the spoils. Boys, for the sake of the mother who gave you your very existence; for the sake of that solemn oath that you have taken; for the sake of your wives, your sweethearts; and above all for the sake of your very honor, and your true manhood, never let it be said of you that you are of the "Flap-Jack" sort of an O. R. T. Settle up your dues; keep them up; be men; be true, and stick to your Order; even the Devil himself hates a little swinish backslider, and would not mess his pitchfork up with one of their carcasses.

Like the fox hunter, "I am in to the death."
"Sx."

Sunday Labor.

Having been "longsuffering," bound in chains of slavery for twelve years or more, I have been greatly cheered of late by noting the amount of attention the members of our Organization are giving to this question of "Sunday Labor." I am an employe of one of the great trans-continental lines, where we do as much, if not more, business on Sunday than in any day of the week.

My testimony is that a man who works every Sunday is an abject slave. I cannot find language sufficiently strong to express my feelings when I sit down and calmly consider how all the thousands of railroad men

in America are imposed upon in this particular way. Now, what is the remedy? Are we to say: "The trains must be run and we can't help ourselves?" I hope not. The truth is we can help this, just as soon as we are really in earnest. Our only need is to unanimously demand our day of rest. The public? Let the public understand we are through with being slaves and very soon the public will find it convenient to figure without our day of rest.

We are told, "But through trains must run." Not at all! When all the railroads stop doing business on Sunday convenient places for the stopover, for passengers and traffic of other sorts, will soon be arranged, and things will shortly adapt themselves to the changed conditions.

I cannot see that there is room for any halfway measures. This question has been agitating my mind for years, and there is but one remedy. Year after year we have seen greater demands made upon us until we have lost all heart—almost.

Brethren! Let us be determined in this matter. Canvas every man on your division. Get the trainmen and enginemen interested. Let the discussion be continued in our monthly organ, *THE TELEGRAPHER*, and we shall not have long to wait until the fire will burn up, and will throw a light which will cheer the way for many a hopeless railroader in this great land of liberty.

May God hasten the day, is the prayer of
A CANADIAN R. R. TELEGRAPHER.

From Indiana.

I have before me the May number of *THE TELEGRAPHER*, which I consider as amply worth the price of our dues per year, not counting other benefits derived from the Order, and I have a "bone to pick" on the subject of licensing operators.

Now, be it understood, first of all, that I stand shoulder to shoulder with "Ten Years' Experience" in his views on this subject, also politically, and will give some of my reasons.

For example, take the stationary engineer in two localities — first, where he is required to have a license; second, where he is not so compelled.

In the first place, we step into an engine room the type of comfort and progress and

showing in every spot the result of careful attention and skilled mechanical care. We find the engineer at the bench, with an array of up-to-date tools, and, above all, up-to-date journals, such as *The Stationary Engineer*, *Power*, possibly the *Locomotive Engineering*, and, perhaps, other periodicals, and he can tell you of all the latest inventions in his line of trade, and pass an intelligent opinion as to their virtues.

He has no coal to handle, either from cars or bins, to fireboxes, and consequently, has his entire time to devote to the improvement and proper care of his plant. His wages range from two dollars and fifty cents to five dollars per day, according to the responsibility of the position.

Next, the second plant, perhaps in Indiana, say a town of 20,000 or 25,000 inhabitants, where I know there is no license law in force. The plant I have in mind is a power station for an electric railway. Two men worked each a shift of from five o'clock in the morning to three o'clock in the afternoon, and from three o'clock in the afternoon to twelve o'clock, midnight, respectively.

We walk into the plant. The bench contains a vice, a wrench or two, a hammer, possibly a chisel (if the engineer can borrow one and keep it), and an assortment of old junk to make necessary repairs. Instead of finding the engineer at the bench glancing over up-to-date periodicals, we find him out in the boiler room cleaning flues, or, perhaps, outside putting the contents of a thirty ton "gond" into the bin for "future reference."

Ask him regarding the up-to-date oil traps, or some new feedwater mechanism, and he says:

"What are you trying to pipe into me now?"

His salary ranges from one dollar and fifty cents to two dollars and twenty-five cents per day, and, in exceptional cases here, two dollars and fifty cents per day. Compare the two. Which is the best for the community and the employer?

I know something of this, because I have made this subject a study for years, and will, perhaps, at some future date, take to the "screw throttle" myself.

Now let us look at the operator of today. But let me cite my own experience here (pardon the reference). When I first took

up railroad work I had had three years' experience in commercial work, and, thinking to try railroad work, went over and struck the dispatcher at —, on the — railway, for a job. After asking my name, he asked how I was on experience, and, being informed of my three years' experience as an operator, he gave me an order to "work nights at — for the present."

I went to work that night and had never seen a train order in my life before, and, had a conductor not helped me out by putting it on a 31 blank, I never would have gotten No. 41 out that night.

The next night a student from a commercial office at —, the next night office on the line South, applied for a job, and, being short of help, the dispatcher gave him the same order I received the day before.

There was a pretty mess, indeed. Two "plugs" in adjoining offices, and trains to meet at one point or the other, or at a siding close by. At that time the station between was known as Riverview. Next north of me was Bellview, and the same night No. 41 was on time, No. 40 was one hour late, and the schedule designated my place as the meeting point.

Well, as a result, a "31 cy 3" was brought into service, stating that "No 40 and No. 41 would meet at Riverview."

Now, for ordinary causes, I got my copy O. K. completed and was ready to let them go, when, by accident, a car was derailed on a switch and pulled onto the bridge, causing a delay of one hour and thirty minutes. I reported matters, but No. 40 had left the other station, and, of course as we supposed, No. 40 was stuck at Riverview. The next thing to "jar" our nerves was No. 40 "howling" for brakes in the south end, and trying to stop and not plug the hole in the framework of the bridge.

I again reported to the dispatcher, and asked advice, and got it by being told that I was either drunk or a liar. However, when matters shaped themselves, it was found that No. 40 had orders to meet No. 41 at Bellview, and, as they supposed, were on short time, and were burning the wind to reach their destination and not delay No. 41.

The next morning the operator at — was discharged, and as there was no one to relieve the day man at six o'clock in the

evening, the dispatcher sent him orders to re-employ Jones, the man who worked the night before. Good thing. Now come forward with your "No Indiana corporations employ incompetent help," etc.

I can at present name you half a dozen places along various "pikes" where there are to my personal knowledge "students," or "plugs," holding responsible positions, thus endangering thousands of dollars' worth of property and hundreds of lives daily.

As it is a well-known fact that the operator is the "brain" of a railroad, so, also, should that "brain" be one to be depended on at all times and in all places.

Now let us see about the license. I am an operator of five years' experience; age, twenty-four years; education, good; writing, fair—legible; spelling, medium; knowledge of Book of Rules, excellent; knowledge of interstate by-laws governing railroad trains, excellent; judgment shown in examination as to what to do in case of accidents or emergencies, clear—good; comprehension of a situation in case of accident, good.

Now, then, what have we here. A man who need fear no license law, however severe; one who can demonstrate his worth and ability and can demand his wages as being entitled to them under a license law such as "Ten Years' Experience" has in view.

On the other hand, if I fail in the examination, I must get a "hump" on myself to acquire the proper knowledge and papers before securing a job, consequently I will aspire to the best to be had. Let me ask: Which is the most important, the license of the engineer, perhaps on a traction engine, where he has probably \$500 property value at stake and possibly his and one or two more lives, or the operator at the table of a block station at a junction handling daily the trains of various kinds representing a property value of, maybe, \$1,000,000, and the total of 1,000 lives in his care for safe transit?

These figures are, in some cases, a moderate estimate, even at that. Draw your own conclusions, and let us hear from you, as a difference of opinion and the right of free speech has made this nation the leader of the world as it is today.

CERT. 2921.

Our Friends.

History does not cover a period when the world was without reformers. Our progress in civilization, art and science is the result of ceaseless effort on the part of a few earnest thinkers and workers in every generation. There have been times of depression, when the labors of these advance guards of human endeavor have produced but scanty returns. At other times the concentration of effort on the part of dissatisfied souls has resulted in gigantic strides of progress. Every forward step along the highway of advancement has been the result of earnest endeavor and self-sacrificing effort on the part of the pioneers of progress. Civil and religious liberty, freedom of thought and of expression, are victories of such recent date that their full significance and benefit are scarcely yet appreciated. These battles would yet remain unfought, but for the dauntless courage and indefatigable energy of men who followed the impulse of the soul, regardless of contumely and of contempt.

I am led to these reflections as I sorrowfully contemplate the list of men of this character who have recently been summoned by the Unseen Hand across the river of death, leaving behind them thoughts and works and deeds, the value and influence of which are as yet but dimly comprehended. I know of no period in the world's history when within so brief a time such world-encircling souls as those of Edward Bellamy, Henry George, W. C. Brann and Myron Reed have followed each other into the great unknown. Then there is yet another, whom even this mighty quartette of sympathetic spirits might well enthrone as queen; that greatest of American women—Frances E. Willard. With sorrow we have seen them depart, but somehow I cannot feel that they are altogether lost to us. I like to believe that these dauntless souls, whose common aim in life was the elevation of their brother man, who, perhaps, were strangers here, are now united in happy harmony in the spirit world; that in some way unknown to us they are continuing their efforts for the amelioration of the lot of their struggling, suffering, earth-bound brothers.

I used to look upon the belief in the intercessory power of the saints, as merely a

senseless superstition, but I now begin to see the attractiveness and the beauty, if not the truthfulness, of such a faith. When, at times, I despond, and realize my own incapacity, weakness and helplessness in advancing the cause which appeals so strongly to my heart, I find my mind irresistably reaching out in appeal and aspiration to these great souls who have passed the portals of death. Yes, I find my soul crying out for help and strength to Brann and Bellamy, to Willard and to Reed. And who shall say I do not receive courage and strength from this silent appeal?

The labors of these four men, whose names were not born to die, were, for the most part, along different lines, but the soul-stirring, thought-compelling power which each possessed had its common origin and its common end. Edward Bellamy was distinctively a thinker and a dreamer. He was somewhat of a recluse, and avoided as much as he could contact with the stern activities of life. He saw visions of the glory that is coming to man, and he portrayed them with such clearness as to make others see. His life was short and he left but two important books, yet he set a world a-thinking. The influence of his life will grow with the passing of the centuries.

Henry George, while no doubt also a dreamer, had a more practical turn, a more aggressive spirit. Whether or not we approve his methods of application, we cannot fail to applaud his earnestness, courage and ability in proclaiming and in defending those ideas which he believed would bring about a better government, a better social system and a better race of men. It was his nature to enter the arena and there defend those ideas which he fathered.

I am aware that some will question the propriety of placing the name of W. C. Brann side by side with those of Bellamy and Reed; but, to my mind, there is no question. Too many people form a superficial judgment upon slight evidence—are prone to condemn a man for his faults, while ignoring or refusing to see his virtues. As the possessor of a powerful and versatile mind, as a master of the English language, as an adept in wit and humor, in satire and sarcasm, in pathos and ratiocination, America has not produced his superior. His intellect was peerless and his heart was

sympathetic. All this ability he directed against the superstition, the hypocrisy and the mammon worship of our day. He was an iconoclast seeking to break the fetters of the mind. This is a necessary work of reform. His life was cut short 'ere he had reached the constructive period. What he strove to tear down will yet be laid low and buried beneath the structure of a regenerated humanity. His ideas of social and political reform were seldom faulty and his religious position was unanswerable. His mind was too broad for creeds, too deep for atheism. His soul took hold on God, and his spirit never faltered in its faith for a fuller life beyond the grave. If he was of the earth, earthy, he was also of the spirit, spiritual, and this unusual combination made him what he was—one of earth's noblest sons.

The life and works of Myron Reed endeared him to all with whom he came in contact. His sympathies were as broad and deep as the ocean of human frailties. His soul mourned for the weak, the sinful and the oppressed. To know him was to love him; to love him, was to aid him. He never lacked for friends. He was humble, not ambitious; sympathetic, not reserved. He left behind him thoughts and words and deeds; not stocks and bonds and bank accounts. His gatherings of a life time were only a few dozen treasured volumes. Let the cynic who says all men strive for selfish ends study the life of Myron Reed, and be silent.

Well! well! all this is depressing. We cannot think of these lost friends without regret and tears. Though they are gone, their work remains. Their admirers are legion, and their followers not a few. A hundred able, earnest men are now giving their lives to the cause of human uplifting, where but a few years ago there was scarcely one. We may take courage if we only glance at the list of living, loving, acting men and women who are holding high the banners of these fallen heroes.

We still have Debs and Donnelly, Wayland and Casson, Adams and Altgeld, Flower and Tyner, Lloyd and Parsons, and scores of others whose work for humanity has made their names familiar from end to end of our native land. Then look at the reform and labor press. Never in the world's

history has so much ability, honesty and earnestness been enlisted in the effort to lighten the poor man's burden. We are living in a glorious time. We are approaching the consummation of the dream of ages. Let us try to prove worthy of our time. Let us enlist in the van-guard and go on to victory. Let us think and study, act and achieve. Let us abandon mental apathy and mental slavery. Let us annihilate oppression and poverty; enthrone justice and mercy and love. The better day is coming, and coming speedily. Will you aid or retard? Will you be a spectator or an actor?

DICK DRUMMOND.

Against Government Ownership.

I was much interested in the article appearing in the April TELEGRAPHER under the caption, "Government Ownership of Railroads," and speculated not a little upon the probable answer that would be forthcoming.

No one seems to have taken serious notice of this, or are probably luke-warm in this direction, and if your space will permit I would like to say a few words through the columns of THE TELEGRAPHER to our worthy brother, Cert. 1.

Let us reason a little as to the causes and effects of the case. Take the average telegrapher and he does not spend his meagre income to a very good advantage. He reasons that he will have so much money coming to him at the end of the month and forthwith proceeds to live it up even to the last red cent. Perhaps some unforeseen circumstance turns up and he will go to his more prudent brother for a loan. This is not good policy, but it is one of the effects and of course, has its cause. The telegrapher is merely the machine that works the will, or rather carries it into practical effect, the ideas of the superintendent dispatcher or other official, and never for an instant realizes the probable effect of such an existence upon the man, the machine.

President Garfield once advised a poor man as follows: "Hire yourself to work out others plans until you have accumulated enough to go into business for yourself. A horse and wagon is all that is necessary."

By this advice you can readily see that

the President understood the evil that would result to a person who allowed others to think for him until he has lost his own individuality, thereby his confidence in his own thinking powers. I refer you to the report of the Industrial Commission appointed by President McKinley, to sustain this fact. The political and financial situations of today are the result of people allowing others to do their thinking for them.

The man is the result of circumstances that he could remedy himself if he were so inclined, and to prove this allow me to cite you a few statistics.

There are now in active railroad service in the United States 800,000 men and women, and of these over 145,000 are represented in the five organizations. These 145,000 earn a yearly income of \$10,000,000. It is necessary for them to spend \$4,000,000 for the necessities of life, but what do they do with the rest of it? Save it? Invest it? Where? Banks? Trust companies? Insurance? Just a word about insurance and then we will go on with the subject.

Every one, in my opinion, should carry insurance; but are you insured in any of the great insurance companies of this country? What do their assets consist of? Railroad stocks, mostly; some real estate; telegraph company shares; municipal conveniences; street railway, light, heat and power company stocks. The New York Life Insurance Company controls twenty-five per cent. of every dollar in circulation in the United States. The Mutual Life of New York an equal sum, or probably more, and both are the largest holders of divers railroad stocks in the world, and the men who are operating the railroads of this country by selling their time and labor are making this possible.

Railroad men should control their own insurance and not pay capital to grind themselves down still lower as is the present policy. So much for insurance.

I will quote you from the report of Mr. Edward E. Mosely, Secretary of the Interstate Commerce Commission.

"The actual valuation of railroad property in the United States in \$1,500,000,000, of which \$583,000,000 is actual money."

Do you think that the law-makers of this commonwealth would consent to have the Government assume this enormous

debt by bonding the wealth of the nation and paying three or four per cent. interest on the same? I hardly think they could be persuaded to see it in that light. We would be licking revenue stamps from now until "kingdom come." Government in any form is a perpetual pauper and must be sustained by the people, *i. e.* the consumers, and I think that the Telegraphers and other members of the railway fraternities pay our share of tax as the case now stands. Furthermore, I do not think that the Telegraphers would be benefitted much by making the enterprise they serve for a livelihood, a political machine or a source of revenue for the favored few.

Mr. Mosely reports also: "Seventy-five per cent. of the railways of the United States do not pay." Let me refer you to the second editorial in the May TELEGRAPHER, headed, "Manipulations in Finance," and especially the quotation from the *Railway Age* contained therein to answer this.

Also, sixty per cent. of the gross earnings of a railway reverts to the employees. Out of the residue must be paid the official family, attorneys, claims, operating expenses and interest on bonded debt. You can readily see why railways do not pay.

Let me give you some startling facts now. If each member in the five great orders employed in the transportation departments in the United States were to save and put into a common fund \$10 per month, they could own and control every inch of railway in the United States in a trifle less than twenty-five years.

Reconstruction of managements and consolidation would render them all paying properties instead of individual corporations straining every nerve to keep bankruptcy from overtaking them.

If the 43,000 telegraphers in the service of the Western Union Telegraph Company were to save \$5 per month each, their savings with interest at four per cent. would buy that company outright in fifteen years. Count it up and see; figures don't lie.

In this day and age when capital combines to the extent that it does, it behooves labor to be up and doing. If such a thing could be brought to pass it would mean eight hours per day, and nothing less than \$60 per month for telegraphers.

Our worthy brother, Cert. 300, says this

is chimerical. So was federation five years ago, but it is effective now. All that is necessary is further discussion, thorough understanding and then application.

My dear brother, drop your governmental control idea. It is a fallacy. Mild socialism is the only remedy. We must fight capital with capital in order to win. We can continue on in our present status for ever and we will always have strikes and trouble, and to me the remedy seems as bad as the disease. Let us hope that we may see this great object accomplished before we are ready to write the mystic "30" to our life's work. And now to conclude.

In my mind's eye I see the different organizations of our crafts controlling the product of their own labor with each performing well his allotted task, and having a neat little subsidy in the common enterprise that he can point to with pride and say: "This is mine."

With the greatest love and admiration for my brothers and sisters, I remain, I assure you,

Yours most truly,

RINALDO, Cert. 1, Div. 21.

The License Question.

I have been reading that article in the May number in regard to "Licensing Operators," and think it is one which should interest every telegrapher; a man must either be one of a class who are not capable of holding a position as operator, an enemy of the operator or an "official pet" who can see no good in a license. As for myself, I believe it should be the next step we should make. Last fall, when our senators-elect were making their bow in the way of stump speeches, I mentioned this subject to our now Senator of Nebraska, who has since that time framed, and was instrumental in having a bill passed regulating the number of hours which a railroad man should be compelled to work, and he said he thought it would certainly be a good thing for both the public and the operator.

We cannot have such a measure passed too soon. Then, instead of having to prove our qualities as an accountant or operator — doing so, possibly, under some selfish fellow who is looking out for No. 1 only (and there are plenty of them), the officials taking his word as for capability — we would

have a license showing just what we were, and coming from an authority which, if anyone claimed contained points of excellence which were lacking in the subject, he would have to prove that such was the case instead of a man, who through spite or unfriendliness, now can claim a man is not a station man or is incompetent for a certain position and so other men run around him. There are cases coming up frequently where vacancies are filled by men not entitled to them, just for no other reason than that the fellow who should rightfully fill it has no authority by which he can prove that he "is" entitled to it, and, such being the case, that is the end of it.

When I read what the "Chauncey M.," of the *Age*, says about only corporations hiring incompetent operators it makes me tired. I have been in the service now since 1890 and have my first instance to find where an operator was examined as to his fitness for work; they are always sent out and if their work is not satisfactory, the management knows one thing certain, and that is, he will be another "docile" subject and will take a forty-dollar station when opened up, if necessary, and never make a kick.

Let us have the license tomorrow, if can be, and then we can take it to prospective employers and make a demand for work instead of as at present, an entreaty.

NEBRASKA.

Franklinic Electricity vs. Arm Paralysis.

A short history of electricity and its advantages in the successful treatment of lame arms may be of interest to your readers. Operators know something of, and should be interested in electricity, yet I will avoid a technical use of terms calculated to confuse the general reader, at the same time presenting the principles so necessary to an intelligent appreciation of this most potent agent.

Twenty-four hundred years ago, Thalys, one of the seven wise men of Greece, discovered electricity. Four hundred years ago, Dr. Gilbert, physician to Queen Elizabeth, published a book on magnetism, and gave electricity its name. In 1747 Benjamin

Franklin caught in a bottle a flash of electricity from a thunder cloud. Some fifty years later Galvani and Volta invented the galvanic and voltaic batteries.

During the earlier period following its discovery, electricity was regarded as a weird, mysterious force, an enemy rather than a friend to mankind; but with a better acquaintance with it man has so controlled and governed it, that it has now become his constant friend and benefactor. He uses it to drive his machinery, to heat and light his home, to dig and delve, and saw and wind and grind. With it he sends his messages to all parts of the world; it is like a hired servant, always ready to do the bidding. But it has become more than a servant or a friend, it is man's great physician, the healing panacea to the afflicted.

Take a copper cent and a silver dime, place one under and the other above the tongue, and then touch the edges of the coins together (thus closing the circuit) and we have obtained a galvanic current. Galvanic action is silent and powerful, yet will follow the conducting wire thousands of miles rather than jump across the narrowest air gap.

Take a rubber comb and rub through the hair and the crackling sound indicates the presence of static electricity. Its action is quick, noisy and will leap through the air and escape from a conductor.

The most powerful static machine would be insufficient for telegraphing, while dispatches have been sent across the ocean with a tiny battery composed of "a gun cap and a strip of zinc excited by a drop of water the bulk of a tear."

The different forms manifested to us are galvanic, faradic, thermal, static and animal electricity. Static electricity in action—so-called Franklinic—is the kind mostly to be depended upon in the curing of operators' paralysis and writers' cramp. Many years ago Benjamin Franklin was restoring paralytic and other diseases by shocks from his primitive apparatus, and producing at that time many remarkable cures. These same shocks, only from a powerful modern machine and under better control bring success in "occupation palsies."

B. Y. BOYD, M. D.

Salting the Track.

High above the Arkansas, as it tunneled its way through the range, stood a log hut; behind lay a few level acres—then an abrupt wall of rock, cutting off half of the horizon before, and below, was a steep incline, terminating at the rushing river.

Winding its way in and out, over hanging bridges and shelf-like cuts, ran a railroad, narrow gauged and narrow carved, following the river as a brother, then parting like an ungrateful friend where they both issued out a dark defile, a hundred miles to the eastward. Before the hut, shading her eyes as she looked below, stood a large boned, powerful built woman.

Wearily climbing the hill, driving before him a bunch of cattle, was a fit mate to the woman above, despair was written on every line of his care-worn face; he formed a too frequent picture of a man, struggling against a world that seemed to throw loaded dice, a world that dealt marked cards.

The woman entered the hut, the man followed a few minutes later. They sat down to a simple meal, which was almost finished, before a word was spoken.

"Well, Jim!" the woman questioned, "how's the cattle?"

"It's no go, Sal. They'll all be dead before the fourth."

"Did Ducket's die?"

"Yes, and every head in the valley has got it. We won't get to Denver this year."

The man lit his pipe and went out into the twilight; for hours he sat on the bench before the door; below in the gloom the river thundered. Far up the canyon he

heard a whistle, rising above the noise of the water; around the bend appeared the headlight of an engine like a disc of fire; he could see no train. Suddenly a flash of light extended up the canyon; the fireman had opened the door, and the reflected glow turned the trailing cloud of smoke into a gleaming trail of fire, heaving and rolling like a river of molten silver. Suddenly it disappeared, and the canyon was dark once more.

The man knocked the ashes out of his pipe, and entered the hut. The woman heard him mutter, time and again, "Dogged if I don't," "Dogged if I don't do it."

Before daylight next morning the man drove the dying cattle down the hill; he herded them together in a deep cut, and sprinkled something on the track, then climbed back to his shelf-like farm.

Just as the yellow sun tipped the mountain tops there was a long whistle up the canyon. The engineer leaned from his cab as they dashed through the cut; he saw before him a bunch of cattle. The figure above counted three terrifying blasts of the whistle, which echoed and multiplied against the rocks in the canyon.

The pilot of the Thunderbolt cut through the living bunch of flesh as a clipper ship cuts through the sea. Cattle dead and cattle dying, were strewn along the right of way.

After weeks of litigation the railroad company paid the claim, and now when a westerner raises money on inflated collateral, he is accused of "Salting the Track."

D. C. HENRY,
Cotopaxi.



FRATERNAL

A. T. & S. F. Ry.

It has been suggested that as general correspondent was on the schedule committee an explanation of the exact understanding of each rule in the new schedule, through this column would be of great benefit to the membership on the A. T. & S. F. As many rules, therefore, as space will permit, will be taken up monthly until the whole is completed.

Article 1 reads same as in old schedule, but under the old schedule the company ruled that men filling the position of agent and operator, could be made to meet night train "as agent," and that he was not entitled to over-time unless called to do telegraphing. This has been remedied, and all division superintendents have been instructed to construe this rule literally, and allow over-time, no matter for what purpose the telegrapher is called. This ruling alone means considerable to a great many of our brothers who have been doing such work for nothing.

Article 2. No part of the schedule was given greater attention and thought than this discipline rule, and as a result we have secured a rule providing for investigation before dismissal. When we consider that no other organization on the A. T. & S. F. has such a rule we certainly should feel elated. The old rule, which was practically the same as the train and engine men's schedule, provided only for investigation after dismissal, and then only on request of the discharged employe. This rule was not secured for the simple asking; on the contrary, a good many days' hard work was done before the officials were convinced of the justice of it. The telegraphers on the Santa Fe may justly claim to have "set the pace" for the other brotherhoods in this, the most important part of a schedule.

Article 3 remains practically the same as the old contract, except that seniority is confined to divisions. By way of explanation to those who oppose this, it should be said that the company's recent action in placing telegraphers under the jurisdiction of division superintendents practically inaugurated division seniority.

New Mexico Division:—

Business has increased so much that the south end of this division had to be cut and a set of dispatchers put in at Lamy.

Messrs. Smith and Tarkington have gone from Las Vegas to Lamy "DS," working twelve-hour tricks, and the force at Las Vegas is doubling for the present, also.

Bro. Ryan having quit at Las Vegas there have been three new men there in the past week, but it proved too hot for them. The place is now filled by Mr. Sisser.

Bro. Whitcomb, of Glorieta, goes to Las Vegas

yard office, nights, vice Mr. R. T. Scott, resigned. We note with pleasure Bro. Whitcomb's continued advancement.

Bro. Rupley, who has been on the extra list, gets Glorieta, nights, regular.

F. M. Brandon is relieving Mrs. Shuckhart, nights, at Fulton.

New office has been opened at Galisteo in charge of Bro. O. H. John, transferred from Waldo.

Bro. M. M. Ulfers, lately of the Northern Pacific, is now holding down Dillon, nights; Mr. Jennings having resigned and gone to Denver.

Bro. Lonergan has returned to duty at Morley, after a pleasant visit East.

Bro. Slagle, of Maxwell City, has been enjoying a vacation; relieved by Bro. Mueller.

We understand that Bro. Johnson, at Raton, is the next man to lay off to spend the increase made under the new schedule. Hope to see him back soon. Quava is now in charge of Mr. Whitecar, days, and Bro. F. J. Reed, nights.

Rio Grande Division:—

The stock rush is on and business is very good; however, no new offices have been opened nor additional telegraph force employed.

Bro. Knightlinger is now at Albuquerque, nights, vice H. R. Drummond. Mr. Connors, who relieved Bro. K. at Engle, says he will be with us next payday. Good!

We learn that Bro. Hood, of Silver City, whose absence we noted last month, was attending the Territorial Grand Lodge A. O. U. W. He has returned to duty, and Bro. Krickey, who was relieving him, has resumed work at Rincon. Silver City is the nicest and most modern town in New Mexico, and Bro. Hood is to be envied, not only in his location, but for his good fortune in working for Agent H. M. Stecker, one of the "whitest" men on the system.

Bro. Jamieson succeeded Bro. Chase at Las Cruces.

Our dispatching office at San Marcial is manned by J. F. Harnit chief and first trick, Dan Coughlin second and Mr. Flint third; Mr. Little day telegrapher and extra dispatcher.

Any person wishing a "write-up" of New Mexico should apply to Bro. Garrison, of Socorro. He can "diagnose" anything, judging by his report to a Kansas brother, who wished to see the "wild and woolly."

Several new trainmen here on account of stock rush. Glad to say that the conductors are all good fellows. Rio Grande Division has the finest set of trainmen in the West.

The new schedule is proving of great benefit on this division, and we are glad to say that the division is solid O. R. T. from one end to the other.

Consecutive hours is a grand thing here. It must make operators sick on such roads as the Great Northern, who have to answer the bell nightly without compensation, to read our schedule. Oh yes, organization accomplishes much.

E. DOWLING, Gen'l Cor.

Western Division:—

I have not seen a word in our TELEGRAPHER from this division since my last writing, so I will try to choke the goat once more. I do not think myself the only man on the road, but it seems that the boys leave all the writing for someone else to do, and I am the someone else.

I will make you all tired, so that some of the "owls" will stay awake long enough to give us a change.

Our new schedule, or rather the revision of the old one, took effect the first of April, and was printed in THE TELEGRAPHER for April. I was a little disappointed at not finding our committee's pictures in it also.

Brothers, I hear some talk of your dropping out of the Order on account of the results obtained through the work of our committee, but I do not really believe any of you will cut off your own nose to spite your face. It is clearly evident to me that they did the best they could, and those who are dissatisfied may have a chance to do better than they did, next time. So let us all hope the best, and first of all remain solid.

In considering the salaries received at various points the express business was included, and from this many of us think we have not received our share of the pie. All of you will agree with me that this is a separate business, and one that can be taken from us at any time and given to someone over town. The express companies have no agreement with us, so so let us keep it out the next time, and figure on what we get out of our railroad work.

I will not mention all the boys in order, as is usually the custom, for there are some "nons" who I would think prefer not to be seen or heard, and they are the ones who can say the committee helped them in a financial way. Our members all have blanks to send you if you have lost the ones furnished, and they will gladly comply with the request for them.

Night operator, Mr. Ed. Dilthy, was married to Miss Jennie Conburn, at Lamar, April 29th. Ed. has been up late days, and we wondered what was the trouble, but this solves the mystery. He feels much better now, and we all extend hearty congratulations. I will be over on 82 Ed., for my cigar.

Old reliable, Bro. Gillette "GT," in La Junta office, has resigned, for the purpose of going to China to spend some wealth he recently received from his mother as a present. Maybe our mother will do this for us some day. He promised to send us an article for THE TELEGRAPHER, and said he might take a side trip and go over to see "Dewey."

Artesian wells have just been completed at Las Animas and Caddoa, for which we are very thankful. Buttermilk on top of our water is no more.

I understand the boring outfit is to do the same favor at Granada, Pierceville and Lakin. Mr. Chas. McVay, of Rocky Ford, Colo., has the contract, and is sure to make friends with the boys wherever he is.

Our Chief Dispatcher finds time to wade out among us oftener than heretofore, and I don't believe there is a man on the road that is not always glad to shake his hand. I am sure he is glad to see the most of us. He is a superior man in many ways, and we should try to please him, for he knows his "biz." and he has his eye on you.

I must run over with the mail now, but first, let me ask you all who are thinking of throwing overboard, your best friend (the O. R. T.) to consider well the step. No one on the road has more cause for grief than I, but I have just paid all my dues for the year, and intend to keep right on doing so. If the Order does not do as much for us in the future as it has in the past it will not be my fault. I think more of what it has done for us than what it will do. I know good operators in the East who are working for \$12.50 per month, but we don't want it here. Let us all put our shoulder to the wheel, and roll it to victory on high.

Yours in S. O. and D.,

CERT. 236.

With the schedule we have now on the A., T. & S. F. Ry., I do not see how anyone can remain out of the Order. It surely is a benefit financially and every other way. When I first started as an operator on this road I worked for thirty dollars per month, and it wasn't all daylight work by a good deal. Now I get over twice that much, and am paid extra for meeting night trains outside of my regular hours. Not only in my case is this true, but nearly all who may chance to read this. Organization is our banner, and should be displayed both day and night. Put an O. R. T. pin in your coat button-hole and show your colors; don't be afraid. The officials of the road will admire you for it; be sure you are right, and be firm in your belief. To those that are not members of the Order I would say, think over the matter, and make up your mind to join us; at no distant date you can't afford to stay out. You might get in a shape sometime when you would need the assistance of some of us. I speak from experience. I think we all should act as a committee of one to promote the interests of this noble Order. It may seem hard for you at times to pay your dues, but if your intentions are good the brethren that are at the helm will see that you are not expelled, if you pay in a reasonable time. Most all of us now, with the salary we receive, can pay our dues promptly. I would say in behalf of the boys who were instrumental in securing the new schedule, that they are deserving of great praise, and the members of the Order on this road should feel thankful to them for what was accomplished. We have now one of the best schedules in existence.

In conclusion I will say to the boys, send me your news items, it matters not how little it is. It will assist me, and you no doubt can see by these items that I need assistance. There is something happens every day on the division that would be of interest to the readers of THE TELEGRAPHER. More anon.

"B."

Bro. J. D. Sweeney, of Bazor, is off on a two weeks' "furlough," and was relieved by W. J. Prichard, late of Rowe, N. M.

Bro. F. W. Fanson, of Wright, has just returned from a few days' rustication; he was relieved by Bro. F. J. Shubert.

Bro. F. H. Hemmant, of Halstead, is off seeing the sights, while Bro. F. J. Shubert performs the night duties at that place. Fred's moves are suspicious; it is thought there is a "woman" mixed up in it. It is hoped that it will not be serious, however.

Bro. D. C. Coats, of Neva, has resigned and gone in quest of a more congenial position. We are sorry to lose Bro. Coats, and hope he will succeed in securing a much better "sit" as he is deserving; he was relieved by Bro. J. M. Angell, who says he is very fond of switching.

Dispatcher D. B. Burke has left the Middle Division temporarily, and is working a trick at Arkansas City during the stock rush. Mr. Burke was relieved at Emporia by Bro. O. B. Class, of the West Yard Office of Emporia, who in turn was relieved by Bro. W. J. Conway, of Sterry Block Tower.

Mr. A. C. Meisinger, of Webber, has just returned from a ten days' leave of absence; he was relieved by relief agent C. W. Creasey.

Bro. L. T. Borton returned to work at Newton on the first of May, after an absence of one week on account of severe illness; he was relieved by R. W. Windsor.

Extra Operator R. W. Windsor has taken Clements Station as temporary agent.

Mr. J. W. Cope, agent at Clements, resigned the first of May to engage in the mercantile business.

The boys over on the Hutchinson Branch say that when Bro. Jim Kirk, the sweet singer from Sylvia, dropped off that freight train sometime ago and plowed up several acres of rich, red earth with his face and stomach, the concussion was so great that it jarred all the insulators off of the poles between Stafford and Hutchinson.

Bro. D. A. Wait, night man at Sylvia, brings his best girl over to Alden occasionally to show us how nice she is. The writer has never been able to see her, but they say she is sweet.

Bro. E. W. Tullis, night man at Great Bend, has traded places with Bro. W. D. Beattie, agent at Albert; two brothers made happy.

Bro. A. H. Andreas, agent at Walton, is out West on a leave of absence, and is relieved by relief agent C. W. Creasey.

Conductor Hyde is a telegrapher of several years experience. He is a freight conductor, and runs between Newton and Dodge City. Conductor Burson, of the Great Bend Branch, is also an old-time telegrapher.

W. W. Arnold, regular agent at Sterling, who has been in the hospital at Topeka for the last six months, was checked in on the thirteenth of May. This throws Bro. M. E. Way back to day operator, and Bro. Joe Byers as night owl again. Bro. Way had charge of the station during Mr. Arnold's absence. Joe says its tough to go back to night work again, but such is railroad life.

Bro. F. H. Word, of Raymond, is off on a week's vacation. He will visit several cities on the Southern Kansas Division; R. W. Windsor is his relief.

Bro. J. M. Stout wants to trade the agency at Garfield for a day job in the telegraph service. Garfield is a nice little town, and the work is not

heavy. We understand it pays sixty dollars, if any of the brethren want to "swap" with Bro. Stout.

Bro. Truman Beardsley, "owl" at Larned, is said to be the only thirty-third degree fisherman on the line. There are persons, Walter Merrifield of "DS" for instance, who will dispute it, but we believe that it is a fact.

The people at Rozel, on the Larned Branch, are kicking for a new depot and station agent. If a wheat crop is raised in that section this year, the probabilities are that the company will do something for them.

The company is going to build a new depot at Larned this year, after the same plan as the depot erected at Great Bend last Summer.

Tom. Jenkins, who was agent at Garfield, Ness City and Cottonwood Falls at different times in the last six years, has quit the service, and engaged in the produce business at Newton. Success to him.

Bro. C. W. Teed, of Jetmore studies law during his spare time, and is now a full fledged lawyer. He will continue his studies, however, and, in the near future, will hang out a shingle.

Bro. Joe. Byers, night man at Sterling, is laying off for two weeks; D. B. Gourly, of Newton, is relieving him.

Bro. Smith, who has been the night man at Ellinwood for the last three years, has been appointed agent and operator at Clements, Kan., and will take charge at once. Bro. "S," watch your p's and q's, and don't get mixed on the block system.

Bro. Joe. Shubert, extra operator, takes Bro. Smith's place as regular night man.

Bro. Beeth, at Larned, reports the following applications for membership in the O. R. T.:

R. T. Specht, ex-operator at Nickerson.

C. W. Teed, agent at Jetmore.

C. C. Case, ex-operator at Larned.

J. B. Martin, day operator at Wright.

Elmer Brown, agent at Alden.

I will just add in connection with the above that Bro. Beeth is the right man in the right place, and is doing all in his power to make the Middle Division solid O. R. T. Boys, assist him.

I wish to thank the boys through the columns of THE TELEGRAPHER for their contributions in the way of news.

I must not forget my old friend and schoolmate Bro. W. F. Kerfoot, agent at Burdett, on the Larned Branch. Bro. Kerfoot is a staunch supporter of the O. R. T., and a good all around fellow, but I saw him once when I thought he was going to get a whipping. Do you remember?

I will now attempt to give you the names of the agents and operators between Dodge City and Newton on the main line. Some of the boys may be changed before this is put in print, but it is correct at this writing.

At Wright—Bro. J. B. Martin, days, Bro. F. W. Fanson, nights.

At Spearville—H. V. Scandrett, agent, E. S. Chester, nights.

At Offerle—Bro. A. E. Teed, agent (old-timer).

At Kinsley—Bro. H. E. Hoffman, days, Bro. N. A. Jones, nights.

At Garfield—Bro. J. M. Stout, agent, and tuba player in the band.

At Larned—Bro. C. D. Beeth, days, Bro. T. M. Beardsley, nights.
 At Pawnee Rock—Bro. W. M. Lewis, agent.
 At Great Bend—Bro. T. D. Stradley, days, Bro. W. D. Beettie, nights.
 At Ellinwood—Bro. H. S. Caul, days, Bro. Joe. Shubert, nights.
 At Raymond—Bro. F. H. Word, agent.
 At Alden—Bro. Elmer Brown, agent.
 At Sterling—Bro. M. E. Way, days, Bro. Joe. Beyers, nights.
 At Nickerson—Bro. W. Bidwell, days, Bro. J. W. Cole, agent.
 At Hutchinson—W. S. McKee, days, Bro. G. A. Clark, nights.
 At the Hutchinson Freight Depot—B. A. Smith.
 At Kent—G. T. Frank.
 At Burrton—Bro. W. Jolly, days, Bro. W. A. Landrum, nights.
 At Halstead—Bro. J. R. Hamment, days, Bro. J. B. Hamment, nights.

Williamsport, Pa, Div. No. 24.

Our regular May meeting was held Wednesday evening, May 17th, with a fair attendance, considering the disagreeable weather. Bro. Herman came into the division room with eight new applications, four of which were acted upon favorably and four to be acted upon at our June meeting. This certainly talks volumes for our brother from the Susquehanna Division.

Now, brothers, let us all try and do as our brother from the East, and convince the fraternity that we have awakened from our long slumber. We have the territory wherein to work and the material to work upon. Brothers, get after the "nons" and do not give them rest until you convince them to take the grand step and they become one of us. You will be surprised to see what we can accomplish in a short time. The time has arrived to act if we wish to better our cause; it requires the united efforts of all if we wish to accomplish anything.

If this escapes the goat I may come again. With best wishes for the cause, I am,

Yours in S. O. and D.,

VINCO, Cert. 39.

Pacific Div. No. 170.

Division called to order by Secretary Dutton, in absence of Chief and First and Second Assistants. The Secretary called for nominations for Chief *pro tem*. Geo Estes was unanimously elected. Chief filled the vacant chairs by appointment.

Minutes of previous meeting read and approved. A list of sixty-seven petitions for membership read and referred to committee. H. R. Sutchiwell of the Grand Division filed his card for admission to Division No. 170, motion by Bro. Geary seconded by Bro. Rodgers that he be admitted. Carried. Bills passed: B. A. Meyer, (Secretary), postage, \$12.05; B. A. Meyer, (Secretary), salary for April, \$10; hall rent, \$5.25; S. F. Warren, Chairman Sacramento Division, postage, \$4.74; Miss C. N. Skeele, stenographer, for Geo. Estes, \$50. After an interesting talk by Geo. Estes and others under head of "Good of the Order," division adjourned.

Chief Abbott and Secretary Meyer were delegates to the convention at Peoria.

Brothers, we are rapidly approaching high water mark, numbering some 600 members on the S. P. Co. system, and are still acquiring accessions to our ranks at the rate of from five to ten per day. Four-fifths of this membership has come to us within the past three months, and I do not hesitate to say that such a growth in any division within so short a time is unprecedented anywhere in the United States.

We have found a "Moses," who is "leading us out of the wilderness," that brother is Geo. Estes our general Chairman, of Grants Pass, Oregon. He has worked incessantly day and night, and spent his private funds to the extent of several hundred dollars, and to his untiring zeal and noble efforts we are indebted to the success of this movement.

His method of organizing is something new, and very unique. Space forbids me from detailing it at the present time. Will endeavor to prevail upon him to describe it through these columns at some future date. We are today the strongest Brotherhood on this system and it remains with us all to keep it thus.

Yours in S. O. and D.,

A. W. DUTTON,

Acting Secretary.

OUR AIM.

In a rich man's costly building sat a number of bright men,
 Calmly solving knotty questions that had been a thorn to them.
 They had seen their shrewd employer cut a "V" from off their pay,
 And with just a brief, low murmur they had stood it day by day
 Until now with ranks fast filling, they can say, but not to boast,
 That his sway will soon be lessened on this dear and sunny coast.

Every man who tends a sounder and takes care of copper wires.
 Holds the key that guides the trainmen out upon the "firm's" fast flyers;
 But he isn't thought as much of as the "man who wields the hoe,"
 For he reads the same old story when he goes to draw his "dough,"
 And it makes his stomach sicken like a man that's been to sea,
 When he sizes up his wages with the section's pet Chinese.

We know our boys don't calculate to get us all we're worth,
 But we mean to breast progression if allowed upon the earth;
 And to keep in sight of others is our watchword and our aim;
 And while tide and trains roll onward some of us might climb to fame,
 Like the man who used the hatchet and was on some mischief bent;
 Who prayed for every victory and rose to President.

C. A. HALL.

K. C., P. & G. Div. No. 5.

Northern System:—

Bro. M. W. Joyce, Chairman of the Local Board of Adjustment, has been promoted to the position of traveling freight agent of the O. & St. L. R. R. We wish you success, Bro. Joyce, and trust the boys will put forth their best efforts for business.

Bro. Pierce has been promoted from operator in the dispatcher's office to dispatcher's trick. The boys all think well of "CM."

Bro. Fuller is having his hands full at "WA," hunting for lost chickens, and has the right of track, and is as patient as Job.

Bro. Taylor, at "KD," was down to Kansas City recently on business, which the scribe knows something about. Did you send that big gun along with the nigger to Jefferson City, "KO?"

Bro. R. Montgomery succeeds Bro. M. W. Joyce as agent at Milan.

Bro. L. O. Phillips and Mr. W. K. Wheat, have exchanged positions.

Bro. Rice, at "RT," is enjoying a month's vacation. I understand Bro. Rice has escaped riding the goat. I wish to call the fraternity's attention to this fact, as he is liable to turn up, and it will require a good, strong goat.

Sister McAllister at "NA," takes the blue ribbon for being the first to pay in all assessments on the schedule. There were a good many competitors, but the General Secretary was determined in his decision. Hope the balance of the members will have a clean slate in the near future.

The members are very glad to see Bro. McElvain at his post at "MN," having recovered from a hard and long siege of sickness.

Last, but not least, the boys appear to feel relieved, "especially at seven o'clock in the evening," to have the ship sailing in smooth waters. May we always keep her anchored there with the constancy and loyalty of the past.

Yours in S. O. and D.,

'SCRIBER.

A PORT ARTHUR ROUTE RHYME.

On the P. I. & G.—

Just stop and consider —

The Order is perfect,

K. C. to DeKidder.

And even below there

Several members are found.

To give each one credit,

In this I am bound.

The boys are all members,

And the girls are, too.

Let us glance at the stations

Until we are through.

Begin at Grandview,

And on South we will go.

Is there a non-member?

Well, I rather think no!

Of course there's a few,

Whose names we will mention.

But to speak of them all

Was our first intention.

McTague and Ed Haines —

Now, there's a pair to draw to —

While Kiddnay and Lyle;

Well, I guess they'll do.

Now, we will go on

And skip a few towns,

Though all of the boys in them

Wear O. R. T. gowns.

O'Byrne and VanWye;

Next Swarts, and then Bob.

There's old man Draper,

And Tiff, at his job.

Don't miss Bro. Lucas,

For he's in the fight,

But pass to Arkansas

Where the laws are all right.

The man at Decatur —

There, above and below —

In fact, every one,

So far as I know,

Has his name on the list

And his fins on the pie.

This pike is sure solid,

You bet your best eye.

The students are scarce —

The "nons" far between;

Each put your shoulder

To the wheel, and then lean.

Push right on forward

And the Order will roll

Fast and furious,

Towards the bright goal.

We've no room for the sleepers —

No room for ye "non,"

Unless they make up

And the O. R. T. don.

Come into our Order.

We invite you today.

We insist that you join us

Without further delay.

Let us have not a man

But who holds a card,

Up-to-date and perfect,

And our sure reward

Will be the great triumph

In gaixs yet unsought,

And our paths will, while trying,

With pleasures be fraught.

— POETLARYET.

Prince Edward Island Railway.

Bro. J. A. Kelly returned from Moncton, N. B., on April 22d. He was called, with the Grievence Committee, to meet the General Superintendent of the Canadian Government Railways. Reports are to the effect that the meeting was very successful.

Bro. D. Montgomery, of Alberton, left here on the twenty-fourth day of April to attend a convention at Atlanta, Ga. He is being relieved by Bro. Hogan.

Bro. Byrne was in Charlottetown on the twenty-seventh day of April.

Two of the boys came into town one night and missed the outgoing train. After some consultation among their sympathizing friends, they decided to walk home. We cannot ascertain what records were broken for the first mile, but after five miles of ground had been covered they decided to hire horses and proceed in a more dignified manner, which they did, reaching home about two o'clock in the morning.

The trout and oyster season has opened again, and the brothers are beginning to inquire across the line: "How's the trout up your way?" "I caught a beauty yesterday," etc.

Bro. Clarkin turned up this spring from wintering at "FM," resplendent in a new velvet vest, reminding one of that knight of the key "Tip McCluskey" in "Oakum Pickings."

Bro. Cox, at "DC," has purchased from the Bear River Milling and Mining Co. a beautiful sail boat, twenty-three feet keel, for use on the river on Summer evenings. We hope he won't act like one of our Western brothers, who, whenever it begins to blow, runs the boat ashore and walks home.

There are twenty-five stations on this road, and twenty-four members in Division No. 47, with two more coming in next meeting. Beat this, ye divisions who can.

Bro. McKinnon has returned from a trip to Boston. Charlie reports everything looking fine along the line.

Pittsburg, Pa., Div. No. 52.

Division No. 52 met in regular session Saturday evening, May 20th. Our worthy Chief, Bro. Konen-camp being at the convention, our newly elected First Assistant Chief, Bro. Sourwine officiated, and did very well indeed. Minutes of the preceding meeting, which were very long, read and approved. Petitions for membership from Messrs. Armor and Whitford read, and as they were both initiated, the Chief declared them members of this division.

Communication received from a committee representing the different Railroad Brotherhoods on the B. & O. R. R., in regard to a union picnic, to be held in the vicinity of Connellsville, and the following committee was appointed to confer with the railroad brothers and make the necessary arrangements: Bros. W. W. Haines, M. Dwyer, J. W. Trenberth and S. Lichty. The picnic is to be held some time in July, and of course it will be a success. We were also notified of a union meeting to be held in Cumberland, June 8th and 9th. The B. & O. officials have kindly consented to furnish transportation to all who desire to attend, and there is no doubt but what the meeting will be a most beneficial and successful one.

Under the head of good of the order we had several very interesting talks; the remarks of Bro. Bailey being exceptionally good, and very timely.

The attendance was very good, but there is plenty of room for improvement. There are a great many brothers who are situated where they could attend without any difficulty; their failure to do so must surely be lack of interest, yet, they are the ones who expect the most, and judge harshly without waiting for a foundation on which to base their judgment.

I hardly deem it necessary to admonish the brothers to be careful about their remarks. The lodge room is the proper place to advocate ones ideas, and the future success of the order depends entirely on those who take enough interest to attend lodge meeting whenever possible for them to do so; advocate and legislate.

Meeting closed in the usual manner at 11 o'clock p. m. Div. Cor.

NOTICE TO MEMBERS OF PITTSBURG DIV. NO. 52.

At a meeting of this division, May 20th, the trial of Bro. Geo. Calhoun Moore, late of Buffalo, N. Y., a member of this division took place and he was found guilty of unbecoming conduct and expelled from the division, and also the Order of Railroad Telegraphers.

J. W. BARBER, Sec'y,
2324 Frazier Street,
Pittsburg, Pa.

Bangor and Aroostook Railroad.

As I have not seen anything in our TELEGRAPHER from this pike in a long time, I will endeavor to scratch a few lines down.

Bro. G. R. Patterson, agent at "W." has resigned to accept a position on the W. C. R. R., at Jacksonville. Bro. F. B. Gallant takes Bro. Patterson's place at "W." Good luck to you, "FR."

Well, boys, there are not many O. R. T. men on this road; but with what few there are we keep it going, and we are in hopes of seeing all the boys with us before long.

Boys, if you want to gain advancement you ought to work for the B. & A. I have been working here three years and here I am O. S.'ing trains in a ballast pit. What do you think of that?

We have a new agent at "PI."

A new man at "WC."

Well, boys, I will put up my pen now, hoping to see some word from some one else. With best regards to all.

Yours in S. O. and D.,

CERT. 46.

C. & O. System, Div. No. 40.

Peninsula Division:—

Although the Peninsula has been represented, and ably so, in the last two issues of our Journal, I can not resist the inclination to follow the example of "Philomel," and drop my mite in the contribution basket.

This is a short division (eighty-five miles), there being only thirty-four operators employed, and of these we can claim only a baker's dozen who are standing up for their rights, and working to advance the interests of the telegraph fraternity in general. We have been doing fairly good work since last October, for at that time we had only two Order men on the division; but I am sure we can make an improvement on this, and if each of us will do our part we surely ought to double our strength in the next few weeks.

I would suggest that each of you take this to yourself and try to realize that the success of the Order depends, in a measure, upon your own individual efforts. Each of you pick out a man whom you think would make a worthy acquisition, and

do not withdraw your efforts until you have made a conversion. If each of us gets one man we will be nearly solid. There are some on this division who are timid, continually waiting until we are "most solid" before taking the step. They want to make a sure thing surer; from this you will see that as we arrive at a more complete state of organization, these men will begin to realize that they, and they alone, are all that is needed to place us at a maximum.

Now as to those who are deriving pecuniary benefits from our efforts, and are unwilling to help the cause, and especially the one who expressed the depraved sentiment that he wanted nothing that was given through the instrumentality of the O. R. T. These men, in my humble opinion, would be of as little benefit to us in the Order as they are out of it; and if they can affect a compromise with their own conscience, we can flourish without their help; so direct your influence upon more valuable material.

Yours in S. O. and D.,

CERT. 311.

Cincinnati Division:—

I have waited so long to see some Cincinnati Division notes that patience has ceased to be a virtue, and so have decided to talk some myself.

Bro. Smith is occupying the agent's chair at Wellsburg.

Bro. Saltzman has been deprived of that beautiful long caboose cushion, but holds "MS" Tower down a la O. R. T. Bro. Happy, nights, relieving Bro. Hise, who is taking his vacation.

Bro. Bonnell prophecies on the weather at Glenn, days, and others prophecy how much longer he will stay there. What's the attraction, brother?

Bro. Willis weighs baggage, sells tickets and looks pleasant at South Portsmouth, nights.

Bro. Boyd discusses pigs, babies and farming at Fair Ground Tower, days.

At Maysville we find Bro. Humphries, always pleasant, and Bro. Barnes at night doing good work.

Bro. Traber is the oracle at Carrs; Bro. Vicroy relieves him in the evening.

Bro. Manlove talks O. R. T. and does telegraphing at Vanceburg, days. By the way, we hear that the factory located there, in or near the Court House, is a howling success. The students are doing the howling. The professor sheared his lambs too close and the lambs insist that he skinned them. That's where the howl comes in, see!

Guess that I had better cut out. Hope we will hear from the boys now without waiting so long.

Yours in S. O. and D.,

CERT. 263.

C. H. & D. Ry.

Cincinnati Division:—

I am glad to say the situation on this division has assumed a very promising outlook, and if promise means anything, we will greatly increase by the first of next July, when the semi-annual renewal takes place.

Business on this division is brisk, both freight and passenger.

Opr. Bohn, who worked the half-day trick at Fairmount and Winton Place, now divides his time between Glendale and Winton Place, on account of the half-day trick at Fairmount being abolished, Agent Ewell having to officiate alone now. This was caused by the reduction of business at that point, owing to the wire nail trust shutting down their mill located there. This is the only reduction in force and it is partly offset by increased business at Carthage making it necessary to put in an operator at that point at the regular forty-dollar salary. This office formerly paid fifteen dollars; we understand, though, that this increase is only temporary.

Everything seems to be running along smoothly; there are no grievances.

Kennedy and Lattier, at B. & O. S. W. Junction, are kept busy handling business incident to the berry season and the movement of mustered-out troops.

Bartman has taken charge of Gest street days, on account of Johnny Wenk stepping down to work at "DJ," nights. Hope you will get fat now, John, on those good old country meals.

Webster, at "GS," nights, denies relationship to the immortal Daniel. Ha!

Rench, at Brighton, still persists in denying that the brewery across the way has anything to do with his avordupois. It is a strange coincidence that his night man, Sproul, should also be a heavy-weight. We are dead on.

Hilbrecht and Wallburg officiate at "CV," and are busy at all times. How's your girl, Wall?

Thornburg, at "V," earns his strawberries now, by working hard.

Hantberger, at "MD," has troubles of his own. Say, Hun, I'd like to swipe that pretty knife you got. How many tickets have you sold to date? Suppose the next time we see you it will be with that gold watch.

Snodgrass, at Carthage, is shaking hands with himself on his new acquisition, the forty-dollar operator.

Christopher acts the gentleman at "SY," nights. Cochran's beaming countenance can be seen at "Q," nights.

Surface, at Glendale, wants more cars to do business with. Why don't you make yourself some?

At "H" we find Trook, days, and Sullivan, nights. Say, Trook, when you go fishing again let me know. I want to go along.

Smith, at "K," nights, has a circulating library, now.

Riner and Stenger hold their own at "BR." You are all right, boys. Say something.

Preacher Townsend still continues to gain, and has sold more tickets than anybody. You are all right, Town.

Div. Cor.

D. & M. Division:

We noticed in last month's issue of THE TELEGRAPHER that there were a few notes from almost every other division of C. H. & D. System No. 21 except Toledo Division, D. & M., and we feel that we should be represented also in our worthy Journal, notwithstanding the fact that we have, I am sorry to say, two or three nons who are still holding back, for some reason they cannot, I dare

say, intelligently say why. There is only one thing left to do. If you will not allow yourselves to get into line and help to advance the good cause, you will have to take the consequences as they come, and you will see at some future time where you have made a great mistake by not availing yourself of the opportunity. Now, boys, get in line and we will gladly welcome you. Give the matter intelligent thought and see where you now stand. Be men among men, and by those acts you will do honor to yourselves as well as to others.

We note a few changes have been made in the past few weeks.

At Toledo, we find Bro. E. T. Roe working at "PS," regular operator F. H. Batchelor taking a few weeks' vacation.

At "KY," we find Bro. C. O. Stowe, days, with E. E. Burgoon, nights. Neither of the boys can complain, as they have plenty of work at present, business being good as the ore is moving again. Stowe's landlady has raised his board since strawberries came in.

At Perrysburg, we find Bro. Franey, days, with Bro. McNally doing the night turn.

We note the fraternity is well represented at Tontogany: Bros. W. L. Small, agent; O. M. Schank, day operator, and Bro. Edwards doing the night act.

It seems that our friend "S," at Weston, don't see the benefit of organization. Wonder why? What do you think about it, brothers? Try and give him some good advice.

At Custar, we find Bro. E. A. Hill, a staunch defender of the Order. He knows what the Order can do.

Next in order comes Deshler. Here we find our worthy and genial brother, A. G. Odell, a firm believer in the Order, who carries the up-to-date credential. F. L. Leggett, day operator, with C. M. Main doing the owl act.

Bro. H. M. Connor is doing business at the same old stand. Bro. Connor is looking for some one, he doesn't care who he is. Harry is shy his new coat and vest. Any brother knowing the whereabouts of such a party will confer a great favor by communicating with Bro. Connor at once, as he wishes to match him in a "go" to the finish.

At Belmore, we find Bro. T. J. Veilch. He is not dissatisfied, either.

At Leipsic Junction, we find Bro. L. V. Stipp, days, and Bro. Kitzmiller, nights. Bro. S., we don't see you often since you were married. What is the matter?

At Leipsic, we find Bro. Madigan. He knows a good thing when he sees it.

At Ottawa, we find Bro. J. M. Ford, days, with Opr. Mick, nights. Jim, there is where you can get in good work.

Bro. C. F. Cramer has returned to the bill desk at Deshler, after relieving Opr. Thompson, at South Columbus Grove, for a few nights; Thompson having been off on sick leave.

At Columbus Grove, we find Bro. Herbst, a man that is always all right.

At South Columbus Grove, we find Bro. Thompson; Bro. Lehman having lately been assigned to Troy, nights.

At Lima, we find Bro. Miller, days, and Bro. Coffey, nights.

At "NS," we find Bro. W. E. Sullivan. You will always find him looking for you, and it don't take him long to get next.

DIV. CRET. 25.

Wellston Division:

Kelley and Barrett have returned from Peoria, and report having had a good time at the Convention.

Bushwa has the spring fever. You are working too steady, Bush.

Shields, from "CH," has been assigned to "RO," nights, in place of Stephens, who resigned to go West, on account of poor health.

The ham factory still exists at "W." I think if we investigate, we will find more than ham factories at that station.

The trainmen say they are surprised to find all operators between Dayton and Ironton, union men, except at the 48 9-10 mile post. Probably they expect to be dispatchers some day.

Watson, at "CH," nights, is sick with the nightmares. You had better stay away from Copples, W.

There are a few of the boys on this division who have not transferred to the C., H. & D. Division yet. Boys, you had better look after it, as it is the rule of the Order, to be in the division on the road on which you work.

We have not heard of any meetings lately. Guess it was on account of Kelley being at the Convention. Probably he will call one before long.

DIV. COR.

Our schedule is not quite a year old yet and everything has run smoothly since it went into effect.

There are yet a few nons on our system who have not fallen in line. I am glad to say several of the nons south of Hamilton have taken the right course, and are now with us. We will have the rest very soon. Glad to see it, boys. We welcome you.

Now, boys on the Cincinnati Division, all of you work hard for our interests, as much as possible, and don't leave it all for one or two. Everybody do all he can. The harder we work, the more we can accomplish.

Yours in S. O. and D.,

GEN. COR.

New Haven, Conn., Div. No. 241.

Park City Division No. 241 held its regular meeting on Sunday, May 21st, with a very good attendance. Bro. Longstreet filled the chair as Secretary and Treasurer, on account of Bro. Cardinal being absent, attending the convention. Two applications were accepted and considerable business was transacted.

The following is a list of our officers:

J. H. Farbar—Chief Telegrapher.

W. F. Pardee—First Assistant Chief Telegrapher.

J. E. Keefe—Second Assistant Chief Telegrapher.

P. A. Morarity—Past Chief Telegrapher.

G. F. Gould—Inside Sentinel.

W. A. Barney—Outside Sentinel.

Bro. Percy—Marshal.

A. Longstreet—Secretary and Treasurer.

No brothers are sick, but Bro. Clark, of Bristol, was reported out of work.

Owing to Bro. Cardinal being at the convention we could not get the twenty-five applications from his home to read at the meeting, but he has them, just the same.

I am sorry to say that all we could find in the meeting were two Bridgeport brothers, while there are eighteen O. R. T. men in the city. Is this encouraging for the eighteen out-of-town brothers that were present?

Bro. Kennedy, chairman of the Adjustment Committee, has accepted a position in the freight office at Bridgeport as clerk, nights. Wish you success, "WK."

Brookfield Junction has been opened permanently Sunday nights, owing to the heavy increase of business.

The Highland Division has opened seven new night offices, on account of heavy freight traffic.

"A" CORRESPONDENT.

An Operator's Troubles.

R. G. GARDNER.

An operator has a snap,

He has no work to do;

He has no worry on his mind,

His troubles are but few.

He only works twelve hours a day,

And sometimes half the night;

He only has to sit around,

His job is "out of sight."

He only has to clean the lamps,

And fill them up with oil;

He only has to scrub and sweep,

And nothing about him soil.

The switch lamps number only seven,

The lanterns only three;

The target and the desk lamp,

And this is all we see.

He must copy "19" orders,

And scratch a message down;

He must give a train the paddle,

And always must be found.

He must sell a dozen tickets,

And copy orders, too;

He must check up all the baggage,

And see that it goes through.

He must load express and baggage,

He must make the way-bills out;

He must order flats and box cars,

He must certainly do about.

He must answer people's questions

From morning until night;

He must meet the vestibule train

That comes before daylight.

He must not sleep on duty,

And must answer every call;

He must have no vacation

From Springtime, until Fall.

He must work all day on Sunday,

And through the holidays;

His office is just ten feet square,

And this is where he stays.

He is lonely, sleepy, tired,

And longs for exercise;

He longs to hunt and fish awhile,

Beneath the cloudless skies.

If he gets off a week or two,

They cut his wages short;

If they drag him down the river,

He must make them no retort.

They are calling him on every side,

For telegrams and orders;

They keep him busy all the day,

And he gets but forty dollars.

He has to carry drummers trunks,

That weigh two hundred pounds;

He has to throw the switches,

And keep clean the station grounds.

His life is all a pleasure,

His work is all like play;

He has the wires for company,

And a nice cool place to stay.

Such are the thoughts of students,

Who have never reached the goal;

Who have never felt the anguish

In an operator's soul.

They think it nice and easy,

But an operator knows

That his life is all a worry,

As through this world he goes.

Glenvar, Va.

Southern Railway.

Charlotte Division:—

The motto of the New York *World* is "Publicity, PUBLICITY, PUBLICITY." Our motto, in letters of fire that reach from horizon to horizon, and uttered in tones that could be heard to the corners of the earth, should be "Organize, ORGANIZE, ORGANIZE."

Capital is organizing, is throwing up defenses, digging trenches, and building block-houses which are surrounded by miles of barbed-wire, and lined with rapid-firing guns which shoot in every direction except towards the inside. Why should not Labor do likewise? Would a people against whom war had been declared by a foreign power, send a few puny disorganized troops to jab the enemy, and then run back? No; they would send an army equal to, or stronger than that of the enemy, and fight them with their own weapons. Oh, ye faint hearts; you gain nothing by remaining "nons," you but give away your birth-right.

Let me tell you a true story. A few years ago there was a master mechanic on this road who "worked for the company," and there was a locomotive engineer who withdrew from the B. L. E. Whereupon the M. M. said to the engineer, "You are sticking to me, and I will stick to you." A short time afterward the engineer had some trouble and was laid off three weeks before his case was investigated, and when it was investigated he was discharged. He then went to the M. M. and said, "I want pay for the time I have lost, our contract assures us pay of four dollars per day after three days if we are held off pending investigation." Mr.

M. M. made answer, "You have no contract. The B. L. E. has one, but you have none." He stuck to him all right.

I want to see all classes of labor organized, and all the organizations federated. Then we shall be in a position to demand justice. Mind, I say justice, we want nothing more; no organization of labor has ever asked anything exorbitant. We are not hogs (I wish I could say the same of capital), but we do want recognition and a fair share of the wealth which we help to produce.

The O. R. T. is booming down here, and we are hoping and praying for the success of our officials in every undertaking. We are doing the best we can under trying circumstances, some of us, but we trust there are better times ahead.

By the way, what is the difference between Tanquary and his dog? There is no difference. One told his tale, and the other "told his tail." With best wishes to all,
KNOX, DIV. NO. 84.

Washington Division:—

In looking over my valued copy of the Journal this month I found a very nice piece from some good brother on this Division, and was very glad to see that there is one brother on this end who is not afraid to write a few words for our valuable book, and this brother, having given us new courage by writing the news for May, I will take the liberty of addressing a few words for the June TELEGRAPHER.

Brothers, just think, we have over two-thirds of the operators on this Division on our side. Yes, I believe I can safely say we have eighty-five per cent. of them in the Order and still more coming. Just think, seven or eight months ago, I don't believe there were hardly ten O. R. T. men on the Washington Division, and now there are not more than ten "nons." Doesn't this make you feel good, brothers?

Brothers, I expect some of you are getting impatient, but do not; just wait a while longer and you will hear from and see what the noble O. R. T. men can and will do for us. Do not be bluffed or scared off by any official or anyone. Stick to your Order like a "sick kitten to a pan of sour milk," and you are sure to win. Others do, why can we not do the same? We can, and will.

Hoping some good brother will add some to this, to make it show up, and hoping to see more news in our July Journal, with best wishes, I remain,

Yours in S. O. and D.,

CERT. 269.

It is with profound sadness that I take my pen in hand to chronicle the sad death of our brother, D. C. Lanier, whose death occurred at Hurt, Va., April 28th. Brother Lanier was a bright, promising young man, and of good qualities. He joined the O. R. T. in the fall of 1898 and was an ardent worker in the cause. He commenced life on the farm, but decided to study telegraphy, of which he made a success and had been working as night operator at Hurt, Va., for more than two years. The writer knew Bro. Lanier personally, and all his associates deeply regret to learn of the seemingly untimely death of our brother; but God, in His infinite wisdom and mercy knows best for His subjects and we must bow in quiet submission and say, Thy will be done. Bro. Lanier was ill but a short

while prior to his death. It came upon us as a shock. We extend (I say we because I am voicing the sentiment of the brothers of this division) to his bereaved widow, our deepest sympathy in her hour of affliction and sorrow, and may the God of Mercy bless and protect her in her hour of grief in the loss of her husband and give her strength and consolation to bear up under the trying ordeal which presses so heavily upon her in this season of sadness, and may the spirit of our departed brother be given that eternal rest from whence cometh all good and perfect gifts.

D. K. WITT.

From the Big Four.

As my letter in the April number of THE TELEGRAPHER succeeded in bringing about the desired effect, by hearing from some of the other boys on this division last month, I will try it another whirl.

My comparison of life to a limited train, as coming, going and gone, in such short time, ought to encourage us to get in the "game," sing our little song and pass along with the rest of the world. So get in line, if ever so small.

Some seem to think that their names will not pass down posterity or hang on the walls of memory without a record of a small army of students. We have such fellows in this vicinity, but happily not on this road, who seem delighted to see several students riding in each morning from as far as ten miles in the country, to make things graceful about the office during the day. How much more honorable it would be for these fellows, when Superintendent "Father Time" calls for them, with no return pass, to have the emblem, O. R. T. on the casket, with a \$1,000 certificate in the M. B. D. for their wife or relatives, than to be borne to the grave by four students acting as pall-bearers, rejoicing over his untimely demise.

I will cut out now and go out after " 'em litee."

ALPHA OMEGA, Cert. 93.

I was very much pleased to see in the May number of THE TELEGRAPHER a letter headed "Big Four."

I believe "No. 214" is the first one of our boys who has ever had the courage to mention the fact that there are a few up-to-date cards on this line.

Yes, brother, I heartily agree with you that we are in need of several Organizers such as Bro. Bettis, to do noble work in our ranks. We have quite a few "lookers on," and they will be such until they are assured that something will be done, and they can see the coast clear to come in line.

Fellow-workers, is this the way to treat a good cause, which you all should know will bring us to a higher standard and place us on a higher plane of life? Will you accept the following proposition: Let each member, and all those interested in the welfare of the Big Four System secure the names of all members, and then personally take the matter up with the "nons," and urge upon them the duty they owe to themselves and their fellow-workers by joining the Order of their class?

If we will all do our part it will only take a very short time until we will all be enjoying the life of a solid, brotherly Division. What say you?

Brothers, when you contribute an encouraging word through THE TELEGRAPHER, sign your name and certificate number to the contribution. By this method we can show our colors and will know each one by name and not by certificate number.

I join you all, brothers and sisters, in one hearty hand-clasp, and a "God bless you," in the betterment and uplifting of our noble Order.

Yours in S. O. and D.,

F. S. MASON, Cert. No. 174.

Philadelphia, Pa., Div. No. 30.

Editor Telegrapher:—

At our second biennial convention just past that body failed to elect a Grand Chief Telegrapher, Assistant Grands etc., and instead the President, if you please, will be our leading spirit. W. V. Powell was re-elected as President, M. M. Dolphin, Vice President; the Second and Third Vice Presidents to be appointed by the President. H. B. Perham was re-elected as Secretary and Treasurer. The title "Board of Directors" takes the place of Grand Executive Committee. Election of this board, particulars in reference to change in titles, etc., will be shown in another place; in other words the membership at large will be furnished a copy of the proceedings of the convention at the expense of the Grand Division.

Modifications have been made in numerous issues, as you will find in following closely the proceedings. The initiation fee has been slightly reduced. The Constitution and Statutes, Ritual, etc., will all have a "brand new" appearance.

Your Philadelphia delegates stood by the "old ship" while there was a spar left.

J. A. Donahue was on deck occasionally, and P. D. Sell had his hands full on local division committee work, W. C. Frazier saw the ship steered to port, and debarked for Omaha conditionally. S. W. Hiller (ah, here's where we are in clover), this gentleman is a regular "Quayite" in the O. R. T. world; he cut quite a figure, too, in the Dots and Dashes of the Peoria daily *Journal*. He is, however, a "sticker." Its his first offense, and he has yet to be heard from.

Boys, when you get your convention report follow it closely; you will find some very interesting data within its covers. J. N. Weiler was a prominent figure thereat, and much interesting legislative work was accomplished by him. J. J. Dunn, of Canada, "run up against a stone horse."

On Wednesday the 24th, at 4:00 p. m., the election of officers was taken up; at 4:35 p. m. President Powell had made his speech of acceptance; at 5:00 p. m. M. M. Dolphin was declared Vice President, and, by request, spoke; at 5:38 p. m. H. B. Perham was declared Secretary and Treasurer, and made a neat speech; at 5:47 p. m. the Board of Directors was taken up by Dolphin nominating Hiller. The final election of the board, and adjournment for the evening, was had by 6:30 p. m. What business remained left over was taken up the following morning. Some financial business was handled, bonds of local divisions gone over; many cities were named for the next convention. This matter was laid with the Board of Directors and officers. At the installation of officers A. D. Thurston officiated, and at

11:30 a. m., May 25th, the convention adjourned, to meet again in September (instead of May) 1901.

The delegates, with but very few exceptions, remained until the last; nearly all were present at the election of officers. S. H. Aiken, of Lodge No. 52, just arrived in time for the election. He left a sick bed in Pittsburg to be present, he not having missed one convention in ten years. He was, however, taken sick again same evening at the hotel, and next morning was transferred to the Cottage Hospital, when it was shown he had a very high fever. The delegates were sorry to be forced to leave him, but he is in good hands in the hospital named. It is hoped he will soon be about, and pay us his promised visit to Philadelphia.

On Sunday morning, May 7th, at ten o'clock, a special meeting of Division No. 30 was held, in reference to convention and other matters, and had a fair attendance. After considerable business the division adjourned at one o'clock p. m. The regular meeting in May was not held, but it is expected that important discussions will be had at our June meeting.

We regret to announce the death of the father of Bro. L. K. Marr. Mr. Marr died at his home after an illness of only two days. He was well advanced in years; his funeral took place on Friday, May 26th. Bro. Marr and family have the heartfelt sympathy of all his acquaintances and fellow workers.

Bro. M. E. Casey has been off duty at "S" office for three weeks with sore eyes. We hope to hear you soon again, "OD."

Bro. H. L. Brown is working the 10:00 p. m., night trick, at "S," vice Bro. M. E. Casey being sick.

Bro. E. D. Sipler is working from 8:30 a. m. to 5:30 p. m., at "S," and Bro. M. Meck from 8:00 a. m. to 5:00 p. m., on account of E. Kearns having a leave of absence for three months.

Bro. J. A. Quinn is working the 8:30 a. m., split trick at "S," on account of Bro. Buckley working on the Erie Railroad.

Bro. W. H. Haas has been working the 7:30 a. m. split trick in "S" for two weeks, on account of Bro. Donahue being off to the convention.

During May, sick benefits were paid to the amount of thirty-two dollars, to Bros. M. C. Smith and A. A. Kiley, and fifty dollars were paid to the convention delegates.

Yours in S. O. and D.,

DIV. COB., 169.

Central of Georgia System.

The regular meeting of Division No. 114 was held on May 14th in our new and beautiful hall, corner Cotton avenue and Mulberry street, Macon, and we had a large and interested attendance. Bro. Harry Garrison, Chief, in the chair. Bro. V. H. Cain, Secretary. Two additions to our grand Order were accepted. Bros. E. O. Ivey, of Pooler, and R. B. Pyron, of Millen, were the successful candidates. They are now full-fledged O. R. T.'s, and in addition to feeling good they can now enjoy all the good things with us, and, boys, you must go right to work and see how many "nons" you can bring in.

Bro. T. C. Barger is quite sick and is laying off. Bro. John Rogers, from West End, fills Bro. Barger's place in the Atlanta office. Bro. E. H. Fell, from McPherson, fills Bro. Rogers' place at West

End. Be careful, now, and don't make love to our pretty little O. R. T., Sample. Bro. J. R. Monroe, extra, fills the McPherson place.

Bro. T. L. Jennings has been doing double duty at East Point for a few days on account of agent's absence.

Bro. D. A. Nolan, at Griffin, has been acting agent at Thomaston for a few days.

Bro. J. R. Monroe is now the extra for this Division. Do not be discouraged, brother, the boys are all misers and stick to their bis. like gum on a stamp. But grin and endure it, your time next.

Mr. W. W. Snow, who has been night man at Bolingbroke, has left the road. I told you so, Bud. Oh, no; he could not spare the money to come in with. Now "what is you?" Repent and be saved, for our salvation is now at hand.

Mr. Marion Chipley, from the Seaboard Air Line, filled the place at Bolingbroke until May 20th, when he came to Southwest Junction as regular night man, Bro. Hightower having resigned.

Bro. J. Shackelford succeeded Mr. Chipley as regular night man at Bolingbroke.

Bro. J. N. (Newt.) Hightower, who has been at Southwest Junction several years, resigned on May 21st and goes to Live Oak, Fla., where he will manage a large carriage and wagon works. The finest fishing stream in Florida is near Live Oak, and we venture to say that the fish had better lay low and eat mud. If they do not, Newt. will catch every son of them.

Bro. "SX" is the regular day man now at Southwest Junction and feels his keeping powerfully; can't hardly stay on the ground; promoted—more work, more responsibility, more pay? Not on your tin-type, Bud.

Bro. V. H. Cain acted as chief in Mr. F. P. Ayers' place for one day not long since. Mr. Ayers is our esteemed and worthy chief dispatcher, and a better fellow never touched a key. He was off a day fishing at Dover and caught a fine lot and had a splendid time. I do not think he had a drop of snake bite, though.

Bros. J. P. Mercer and C. F. Schaub are taking in the picnics and excursions. First thing you boys know, you will have to marry to avoid a breach of promise suit.

Bro. E. P. McLean, of Ocmulgee fame, tells us he will make a trip to Mexico (!) soon. Bet a pretty Mexican maiden has advertised for an O. R. T. hubby.

We are sorry to note that Bro. A. W. Waller is still on the sick list.

Bro. R. B. Pyron is working nights at Bloomingdale.

Bro. Marvin Batchelor died in Savannah April 30th, and the remains were taken to Haddox, Ga., for interment. See obituary and resolutions of sympathy in another column.

Sister Anna Cole resumed her duties on May 1st. We congratulate her on her final restoration to health. If we had more like her the work would be the better.

Bro. R. T. Cole lost his wife not many days ago. We offer our profoundest sympathy to you, brother. The saddest of all our bereavements is to lose one's wife. Their places can be duplicated, but never, never filled.

Bro. Connor, of Carrolton, is off on leave. Bro. J. R. Morrow fills his place.

Division No. 114 has 130 members in good standing and still carries the banner. We want every brother and sister to send in at least one applicant for our June meeting, and wake up and try to do this each month until every man and woman in the South that can take or send a message belongs to our Order. Now, boys, do try, and you will be pleased with the results. We want 200 good members by December 31, 1899, and we must have them.

"SX."

IN MEMORIAM.

MACON, GA., May 20, 1899.

WHEREAS, The Great Chieftain and Ruler over the destinies of all living creatures, having in His infinite wisdom, caused to be transferred from this existence and the associations of our noble Order, Bro. Marvin Batchelor, late of Savannah, Ga.; therefore, be it

Resolved, That we bow our heads in humble submission to the Divine Will and offer our heartfelt sympathy to his relatives and friends; be it further

Resolved, That a copy of these resolutions be entered on the minutes of Division No. 114, and a copy of THE TELEGRAPHER containing this be mailed to our late brother's family.

V. H. CAIN,
J. J. MONTGOMERY,
C. F. SCHAUB,
Committee.

From the O. K. C. & E. R. R.

Ever since the organization took place on this line I have watched longingly to see if we were represented in THE TELEGRAPHER, but so far I have been disappointed each time. Is it possible, boys, that you consider the grand work so recently accomplished, of so little importance and so unworthy of note that there is no use to mention it? I hope not! And not seeing anything from anyone on this Division I venture to lay a few "chips" on the coals to see if I cannot thereby make light enough to guide some indifferent, ungrateful "non" into the haven of everlasting success, both in this life and in the life to come.

Say, boys, it looks hard to see only the photos of our Committee in THE TELEGRAPHER, without a word of comment on the grand work they have done. How does anyone outside of our little system of railway know what the O. R. T. has done for us? How do they know that that Committee, whose faces appear in the March TELEGRAPHER, ever did anything but get organized? This line was "as dead as a door nail" until THE TELEGRAPHER came like a sunbeam bursting through a dark cloud, and if ever a set of operators got a waking up, we surely got it. Ninety-five per cent. of us said, "Put her there Bill," and gave our hand to success, and it only requires a few minutes' gazing on the condition of affairs which existed prior to our organization, and then the reading of our present schedule, to convince anyone that the "Lincoln act" had been performed, and that about 200 operators had been emancipated from under the hand of their oppressors. Twenty-five dollars to thirty dollars, and some places as low as twenty dollars was the existing

wages "Before taking," and, although we have not as good wages as some of our sister lines, yet, "After taking," we enjoy a minimum of forty dollars on the O. K. E. & E. and forty-two dollars and fifty cents on the O. & St. L. R. R. Then to think that everybody should lie low and act as though they were ashamed of it, is enough to make the chills run down a fellow's spine.

I am a poor stick with the pen, but I cannot do worse than furnish waste-basket material, so I thought I would try and break the ice, and if none of you will break in, perhaps some of you might fall in. See? I do not know how we are fixed over here for "nons," but I 13 there are a few left, and I hope they can see by this time that the O. R. T. is a complete low wages exterminator, and that the sooner they get in line, the better.

I am glad to see the Sunday question discussed so enthusiastically, and I hope it will be agitated until some way has been provided whereby the telegraphers will be able to "Remember the Sabbath day, to keep it Holy." When I read THE TELEGRAPHER, which is full of instances where the O. R. T. Committees are securing "Iron-bound" schedules, I often wonder how any sane person can be an operator and know these things and then stay out of the Order. I am afraid the work is dragging on this line, and that too many are becoming cold and indifferent in regard to the Order, for I find there is not much being said on this subject any more, and some have not even come up with the "necessary" to pay their part of the Committee fund. Say, boys, don't you realize what has been done for you, or don't you appreciate it, or since you have begun to reap the benefits thereof, are you laying your money away for your future enjoyment, thinking that our Committeemen can wait? Let us all put our shoulders to the wheel and see if we can not soon be able to say that there is not a missing link in the chain of O. R. T. operators on this entire System.

Now let us hear from someone else from this Division, in THE TELEGRAPHER, and if we can not do anything else but "Let our lights so shine that others may see our good works, and thus be constrained" to join the O. R. T.; that will surely beat not doing anything.

Yours in S. O. and D.,

CERT. No. 108.

Harrisburg Div. No. 3.

The annual memorial sermon to the railroad men of Harrisburg was delivered by the Rev. Marion Kline, of the Bethlehem Lutheran Church, this city, on Sunday evening, May 21st. The auditorium of the church was completely filled, over 1,700 people being present. Mr. Kline displayed considerable eloquence in delivering the sermon and made a deep impression on all present while illustrating the life of the railroad man, that ought to be lasting in its effect. The floral decorations were numerous and very pretty, the three signal colors, red, white and green, being represented among the decorations. The sermon was highly appreciated by all present, and Mr. Kline deserves great credit for the able and efficient manner in which he delivered it.

We would appreciate it very much if our members

would give a little more attention to attending meetings. There is really no excuse for some of the absent faces on meeting day, and the business done at present is of such a nature that we should all be present.

Bro. Shope, our delegate to the convention, was called home from Peoria on account of the serious illness of his mother. We hope for her speedy recovery.

Bro. Atkinson is enjoying a three-weeks' leave of absence, in Texas. Perhaps he will be able to convert a few nons in his travels.

Bro. W. W. Stewart and Miss Gertie Bennett, both of Mt. Union, Pa., were united in marriage at the above place on June 6th. The division extends congratulations and wishes the newly-married couple a long and happy life.

We are still gaining ground slowly. The past month brought forth four applications. Four every month would be very encouraging. Go at it, boys, with a vim, and you will be surprised at the results.

The Secretary requests that dues be paid to Bro. E. L. Zimmerman, 1617 N. Sixth st., Harrisburg, Pa., in future instead of sending to Bro. Miller.

Div. Coa.

Erie System Div. No. 42.

Cincinnati Division, West:—

Bro. T. A. Harrigan, of Ontario, is relieving Bro. Laughrey at Bowlsville.

Bro. Curry and wife, of Richwood, spent a week at Wadsworth, Mrs. Curry's home.

Bro. Hogan, of Marion Junction, intends to enter some of the cycle meets this season, and of course, bring home a few prizes.

Bro. A. L. Covault, of Urbana, was an attendant at the convention at Peoria. Bro. Neal, of Dayton, did the baggage and ticket act during his absence.

Bro. Tynan, of Marion Junction, is laying off on account of sickness. He is relieved by Extra Operator Howard.

We are very sorry to record a sad accident which happened to one of our brothers this month. On May 5th, while Bro. J. M. Laughrey, who is agent and operator at Bowlsville, Ohio, was crossing the track near his office, he was run down by a cut of cars, crushing his right foot so that amputation was necessary. As Bro. Laughrey had not yet recovered from the effects of an injury sustained some months ago, the last is all the more distressing. Himself and family have our heartfelt sympathy.

Now, brothers, don't forget the small assessment you are called upon to pay this month. Remember, you are not paying for something you don't get, but are all deriving benefits alike.

Yours in S. O. and D.,

CERT. 38.

Bro. S. W. Jobes, of Grant, N. Y., is working at Falconer (D.V.) at present.

An extra operator by the name of Cushman (C.N.) from Millvillage, has left this pike to work on the P. B. & L. E.

We are sorry to hear that J. N. Barber has been confined to his bed on account of sickness the past month, which we understand is the effects of a trip to Meadville, (Hf.)

Extra Operator Broderick, of West Salamanca, is working a few nights at Red House.

L. H. Heier, regular night operator at Red House, is working days at Ashville at present.

S. E. Dewitt attended O. R. T. convention in Cleveland this month a few days.

Operator Cary, of Steamburg, took unto himself a wife recently. It seems you kept it kind o' still, but we all congratulate you just the same, (A.)

Bro. W. L. Jobes, of Jamestown, is working a few nights at "WC" Tower during the vacation of Bro. L. G. Sands, the regular operator.

We would like to hear from Bros. Matson or Herolin next month.

Yours in S. O. and D.,
CERT. 171.

It has been some time since I endeavored to write for the Journal and it has been some time since I have had the pleasure to read one of the Journals. A few days ago one of the brothers along the line was so kind as to loan me a few copies for perusal, and I am very much pleased to see the Order doing such a noble work.

Though I am not at present on the railroad, yet I am so situated that I am constantly in close touch with the boys along the line. I would say to the boys work hard and make an effort to get every man in line. Do not think because you have a schedule on your road there is no more work for you to do. You should remember that it requires constant work to keep your schedule.

Business on this division of the Erie has been very good this past Winter, and is still quite good, though a few offices have been closed.

I will now cut out and clear the line for some one who is more able than myself. Should this escape the eyes of the office goat I may come again.

AN EX-MEMBER.

Union Pacific Railroad.

Third and Fourth Districts:—

H. B. Hulse, formerly brakeman at Livingston, Mont., for the C. B. & Q., is working nights at Chappell. Bro. Prior has resigned, and is enroute to San Francisco. Hulse asked for a petition and was supplied.

Manager Gilman, of the North Platte "NO" office, was sick for a few days, but has returned. Glad to see you back, "G." Opr. Abbott relieved "G."

Agent Coates, of Lodgepole, has gone to Ohio on a month's vacation. Relief Agent Abbott is spoiling paper in Bro. Coates' stead.

V. C. Standard is "grabbing soups" and sending details at Archer by moonlight.

Bro. W. A. Milner, has been transferred from Kimball, nights, to the dispatcher's office at North Platte. Bert said he "hated to leave his red-haired girl behind." Opr. Burch, from Hillsdale, relieved Bert.

Opr. Wilson of Grand Division fame, from the "Ingin Territory," relieved Bro. Prior, at Potter, nights. Had a hard time getting this from you "S."

Opr. J. W. Abbott, from Potter, relieved Burch at Hillsdale, nights. That was powerful good beef-steak "A"

Fatty Wington has been installed at Kimball as general utility man, vice Opr. Burch. We can

sleep since Fatty left Archer, as his hat has blown off and he has run out of "pipe stories."

Agent Osborne, from the K. & B. H., made a trip to "Shy Anne" to see "shy Agnes." Everybody was glad to see Eddie's old familiar smiles. 73—"HX."

"HX" is very much attached to Hillsdale with a "stay chain," where he robs Bro. Roberts' O. R. T. calf of its milk.

Bro. Bowen has resigned Pine Bluffs, nights. Bro. Harvey Stewart, from Ogallala, is relief. Bro. "S" had a few nights' taste of "Kimball's snap."

Bro. Whitely, of Ogallala, worked a few days at North Platte and returned. Bro. Stewart relieved him.

Bro. W. J. French, Lodgepole's "owl," says he is going on a six weeks' vacation. He and his "frau" will ride a bike to Wisconsin in August.

Agent Tomlinson has returned to Potter after a two weeks' vacation. Bro. Abbott was acting agent.

Opr. Marshall, a "non" in the dispatcher's office, has resigned. Bro. Bert Milner relieved him.

Oprs. Rydberg and Prior received their up-to-date cards yesterday.

We have only four "nons" on the two districts and will frame two of them soon. The other two are obstinate, and carry cannons, and cannot be approached. Take down your rope boys, and catch 'em.

"SOMBRE."

From the Boston & Maine.

Passumpsic Division:—

As we have not seen any notes from the Par-sumpsick for the last few months, I will call "play ball."

The outlook for us is promising now, and we should take more than usual interest to keep the boys in line, and stick closer than a brother, for we may be able to hear something that will be very agreeable to our interests financially before long, and if we do not we will want to stick just the same, even if we have to wait.

We find "GF" at "NP," doing the "owl" trick for a few nights, and the "Lyon" is counting stars at "MD."

Bro. Henry is taking a rest for a few days.

Bro. Day has Barnet, nights, regular.

We find a new man at "BX," nights.

At Newport is another new man, days.

"ER," from the W. U. T. office, is at "DM."

This is hardly right, giving the best jobs to new men, and we will be glad to hear "S" at "BX" again soon.

Bro. Trask has gone to Swanton to do division work.

We miss that familiar "RX" that we have heard for so long. Understand she has gone to New Mexico to visit her brother for awhile. Good luck and a pleasant time to our only sister on the line.

We find "SS" summering at the Summit.

Mr. Berry, of "BA," has retired from the road, and his son, "AO," has had that station transferred to him.

Who, or where is, "A. B. C.?"

We were very sorry to learn of the sad death of Bro. Watson's wife a few days ago. She was burned to death by a gas stove. We all extend our sympathies to him in his bereavement.

Bro. Moore has been relieving at Wilder for a few days, "Y" taking his place at "WH."

It will please us all to know that there is one man on this division, at "D," who was getting forty dollars a month. That was all he wanted, and he would not join the Order for the same reason.

There are a few "nons" now, but we hope to hear of their conversion before long.

Is it because the company is just beginning to find out how hard we are worked that it is giving some of the boys a raise? Something is telling. What is it?

We shall be pleased to hear from someone else, and hope that we shall see something from Passumpsic in THE TELEGRAPHER each month.

Yours in S. O. and D.,

ECHO.

Belpre, Ohio, Div. No. 12.

Notice to Members:—Address all communications and remittances to me at No. 626 Depot street, Parkersburg, West Virginia.

Yours in S. O. and D.,

G. J. STEURER,
Sec'y and Treas.

From the F. & P. M. Ry.

After being out since February 20th, our committee's efforts have at last been rewarded and as a result the telegraphers on this system have secured a very satisfactory contract. From all appearances the boys seem to think the O. R. T. is about the only thing that can hang a shingle out these days, and make it stick.

From the outset the committee labored very zealously and it was only by their arduous work and steady perseverance that such a satisfactory finale was reached.

The division recognizes the great influence brought to bear by the presence of Bros. Powell and Dolphin and we highly appreciate the executive's labors on our behalf.

It was thought for a while that matters would come to a crisis, but luckily for all it was avoided.

As a result of our first effort we were granted an excellent set of articles, together with an increase of \$5,000 to \$7,000 per year. A \$40 minimum, over-time pay for switch lights, seniority, etc., and individual raises were granted at a number of points.

Right here we wish to state that owing to the backwardness of the dispatchers in not casting their lot with ninety-five per cent. of other employes, they did not come in for a share of the good things. They alone are to blame, as they were solicited and given every opportunity to join us, but some were afraid, and others did not dare. If they wish any assistance in the future, they know how our present schedule was secured and have been schooled in that direction quite sufficiently.

When the committee arrived at the point which they should have arrived at long before, things were soon brought to a focus. They speak very highly of the cordial manner in which they were received and dealt with by Superintendent Trump, and General Manager Crapo; both sides wishing to give and take.

Some of the boys do not seem to appreciate the fact that the committeemen did not work wholly for themselves, as will be shown by a careful perusal of the schedule.

Two of our committeemen are working at the same old stand, at the same salary. But we are glad to note they are doing their duty with the same cordiality; realizing they have something to work for after the regular trains have come and gone, and when they get sleepy they are awakened by the pleasant dream "that they can go up a notch when the time comes," as provided in Article 3.

Boys, don't forget that it is to our interests as well as the company we represent. You owls get on your pins and "OS" that train as soon as possible, remembering the main thing is to do your duty, and do it well.

It is generally noted that the work done by the committee is more appreciated by the night men, perhaps on account of their having more time to consider the depth of the articles. Day men should take time to consider the matter.

We are glad to note the prompt attention given Article 14, which is a very important one.

The F. & P. M. is still doing a good business which will be demonstrated by a conversation which took place between two of our worthy brothers, when one said: "I have not seen her for three months—could not get relief."

In looking over the statement sent out by our Secretary, only a glance is necessary to convince all that a liberal response to the special assessment is imperative in order to place us on a proper financial basis. It is to be hoped that none will lose sight of the fact that it takes money as well as hard work to secure a schedule worth having. So boys, do your duty.

When we consider that Division No. 39 was chartered in May, one year ago, membership made solid and a schedule secured within that time, it is indicative of some tall hustling on the part of our officers and committee. However, the momentum gained by this effort will not carry us through if we wish to perpetuate our present prestige. Our brothers must not think the battle is over, simply because we have won one engagement. We have merely started, and if we are desirous of further betterment, it will be necessary to stick together and remember that "United we stand; divided we fall." With best wishes,

Yours in S. O. and D.,

DIV. COR.

Canadian Pacific Railway.

Toronto, Grey and Bruce Division:

Bro. Allen, of Proton, is away on his holiday, relieved by Bro. W. Caesar.

Night offices have been opened up at Shelburne and Holland Center. Opr. Elliott is holding down the former and Bro. Young the latter place.

Bro. Thompson, of Bolton, was away for a few days last week. Bro. Sanderson relieved him.

We understand that Opr. Badlam, of Parkdale, has resigned. Bro. W. Sanderson, of Orangeville, is filling his place as night operator.

Operator Ray is holding down Toronto Junction, nights, while Bro. Jumbo Smith is filling the place of a "Lychnobite" at Melville Junction.

Your scribe learns that Bro. Peyer, of Corbetton, will soon resume duty.

Bro. M. T. Crooker was "under the weather" for a few days. Bro. W. Caesar did the grand during the time mentioned.

The passenger conductors and brakemen of the "Cowpath" are sporting their new summer uniforms. They are simply out of sight, having the emblem of the Shield and Beaver on the sleeves, and "Canadian Pacific Railway," worked in gilt letters, upon the shoulders of their coats. It is far the best uniform we have ever seen.

Bro. Carson relieved Bro. Canham, at Mono Roads for a few days.

"W. R. Russell, C. P. Ry. agent at Rat Portage, was visiting with some friends this week."—*Wingham Times*, May 12th.

Bro. W. H. Allison left to attend the convention at Peoria. We are anxiously awaiting A.'s return, to get the news.

A "23" advised us a few days ago that Mr. Wansborough is authorized to issue train orders. Signing "W. J. W." We were pleased to hear of Jim's promotion, which is well merited, and we feel sure he will make a No. 1 dispatcher. Success, Jim.

The C. P. R. S. S. Manitoba was the first of the fleet to sail this season. She left Owen Sound on May 6th.

Opr. Sewell has been added to the staff, and is at present at Orangeville, nights. Welcome.

We understand a new seniority list is to be gotten out, which materially differs from the present one.

Dame Rumor informs your correspondent that Bro. Andrews, of Wroxeter has just received a very fine specimen of a tom cat, which is said to have been sent him by Gen. Aguinaldo, of the Philippine Islands. We understand that the General and Bro. A. are fast friends, and that the animal in question was routed via "Lake Huron and the Maitland River." Bro. A.'s menagerie now consists of one crow, four rats, one tom cat and one one-eyed dog.

But, speaking of the Philippine Islands, it reminds me of a story I heard a few days ago, which I think is pretty nearly true. It appears that Bros. Canham and McCaughrin were discussing matters which referred to Manila. The question of where this city was located was disputed. Bro. McC. claimed it was in Africa, while Bro. C. contended that it was to be found in the Philippine Islands. The discussion went merrily along and finally waxed hot and reached the betting point. Whereat Bro. McC. put up his road cart against two of the long greens, which Bro. C. promptly accepted. Bro. C. enjoys the cart very much.

You can talk about your bets, etc., but Bro. W. Caesar is bound to be in style. We hear that his latest in headgear is a nobby brown Christie, imported direct from New York. It's a peach, and is said by all to be the swellest thing on the Pike.

The saddest event that has taken place since our last writing was the death of Bro. McKee, late agent at Melville Junction. The deceased brother was held in high esteem by everyone on this and other divisions, being both kind and obliging, and was one of the ablest men on the staff. The deceased filled many positions during his railroad career, and at one time acted as ticket clerk and

operator at the Union Station, Toronto. The exact cause of death is attributed to tuberculosis. The deceased had been ailing for some time, and finally the Superintendent of the universe was pleased to call and promote him to a higher position above. It is very consoling to the bereaved widow and friends to know that he died fully prepared to answer to his name on the Heavenly roll. We sincerely sympathize with his dear wife and little daughter, who are looking forward to that day when all will be reunited again above, where sorrow is never known. The funeral took place at Mono Road May 25th; the sermon being ably preached by the Rev. Mr. Hayes, of the Methodist Church.

The pall-bearers were Bros. Ward, Caesar, Bradley, Smith, Canham and Geo. Crisp. Among the wreaths sent was one from the boys on this division, also one from Bros. Radcliffe and Madill, of the Union Station. A message of sympathy was received from Bro. Powell, at Peoria, on behalf of the convention, which was greatly appreciated.

A large number of the boys turned out to the funeral, passes being granted by Superintendent Price, for which he has their best wishes. Among the brothers present was Bro. Bob Campbell, who also represented the B. of R. T., he being a member of that organization.

Now, I must conclude my items to this Journal for the present. As I am about to leave the employ of the C. P. Ry., I wish to take this opportunity of bidding you good-bye. I trust that during my term as scribe I have not offended anyone by my writings.

I have made arrangements with another brother to keep the Toronto, Grey and Bruce Division represented in this Journal. By the time you read this I will likely be stepping on the shores of the mother land, where I expect to stay for some time.

Wishing you all success, 73s, I am

Yours in S. O. and D.,

Geo. CRISP,
Cort. 929.

O. and Q. Division:—

Everything is very tranquil on this section.

Bro. T. Hutchings, of Finch Tower, is on leave. Bro. Ritchie is in charge.

Bro. J. B. King, agent at Mountain, is enjoying two or three weeks' holidays.

Bro. Steel, of Vandreuill, is on leave, being relieved by Bro. Preston.

Bro. J. H. Lawson, first trick, is on leave. Bro. W. Reading is working the trick.

The double track from Montreal to Vandreuill is being pushed.

A good many work trains are running, making the dispatcher's prospects for plenty of brain harrowing, good.

We are all watching the G. T. R. trackmen's trouble. They have been receiving ninety-eight cents per diem. Management spending large moneys in construction and couldn't do anything for them. A great many of these men are upwards of forty-five years of age and have been on the G. T. R. a long time and I believe now they have taken their stand they will stick to it. A special train went west the 25th, leaving off gangs of foreigners, but to the credit of most towns they couldn't get rations.

Div. Cor.

It is our painful duty to record the death of Bro. Goddard L. Fleming, agent of C. P. Ry., Grasset, Ontario, who died at his home in Bowmanville, Ontario, May 6th. Bro. Fleming merited and was held in highest esteem by his fellow employes, and by all who knew him. He was a valued member of our order since 1894. The members of Chaplain Division of the System Division No. 7 deeply feel the loss of our beloved brother.

Resolved, That we extend our most sincere sympathy to his mother and other relatives in their great bereavement and affliction, and that a copy of this resolution be forwarded to his mother, and to THE TELEGRAPHER.

P. ROBINSON, Chairman,
M. H. BONEWELL, Sec'y,
M. V. FOLEY,

Committee.

Bro. M. M. Stephens has resigned the agency at Field and gone East. Mr. S. S. Foley has been promoted from night operator to agent at Field. Bro. Gainfort takes the night trick at Field. Bro. Jelly takes Bro. Gainfort's place at Hector.

Bro. Ed. Goulet, of Vernon, has been called East on account of his father's illness. Bro. A. H. Lewis relieves him.

The order is in a flourishing condition on the Pacific Division.

On March 20th, Bro. J. D. Fraser, of Revelstoke, was presented with a gold chain and locket, accompanied by the following remarks: "We the undersigned in behalf of the telegraphers of the Mountain and Shusways, Arrow Lake and Shusways, and Okanagan branches wish you to accept the accompanying chain and locket as a small token of our good will, also our appreciation for services rendered by yourself on committee work and in connection with your office as Chairman of the Local Board.

(Signed)

THOS. MORE,
THOS. DOWNIE,
A. W. SHARP,
D. W. STEARMAN.

On March 25th at 2:15 a. m., the station at Revelstoke was discovered to be on fire between the walls adjoining dispatcher's office, and had a good start when discovered by Dispatcher Stearman, who promptly gave the alarm, then turned his attention to saving what he could. The chemical engine and two fire brigades were soon on the scene and had the fire under control in about forty-five minutes. More damage was done by water than fire. Total damage about \$800. The company is now enlarging and rebuilding the burned portion, which will make it more comfortable for office quarters.

Pacific Division:—

May TELEGRAPHER just coming to hand, and as there is no news from Kootenay, I will have to take up the "White Man's Burden" once more and try to wake up some of our sleeping brothers. Oh, if the law would only allow me to use an axe, I would severely wake them up. Why, bless my soul, if one didn't actually know where he was getting on, no one would ever know Kootenay is on the map.

Say, boys, won't you kindly take a "tumble" and

get in line before the term ending June 30th expires? I had the misfortune of seeing a list of the delinquents and ones that have not paid up their last assessments. Why, would you believe it, they are some of our best members. Really, I am ashamed of them, and you would be, too, if you knew their names. If we happen to send a representative before the company at any time to make arrangements for our welfare, surely he would have to carry his nerve on his coat sleeve, knowing well that the boys he is pleading for are all, or nearly all, behind in dues or assessments. I hope I won't have the displeasure of seeing any more such lists. Of course I am not the Secretary or any "high muck-a-muck" — just plain brother.

Bro. McArthur, Local Chairman and agent at London, says he don't understand why he is getting so thin — only 250 pounds with his Sunday boots on. My Lord! if he had on his every day clogs he would tip the scales at 350 pounds. What do you think, Mac?

I understand that Bro. Courtney, at Three Forks, is going to get a change in June, to Silverton. Mr. Clark is going to the Forks.

Bro. Taylor, at Roseberry, has one of the hardest jobs in the district — keeping awake.

Bro. Henderson, at Slocan City, says fishing is fine as long as his "spirits" last.

Bro. Clark, at Slocan Junction, has the same old job — "OS"-ing trains that pass. He says the job is too heavy for one. By the way, Bro. Clark had quite an experience one evening with a young lady with a red hat. Conductor Fawcett gave "J" the tip, and now Bro. Clark doesn't like red hats.

Bro. Day, at Robson, enjoyed a very pleasant trip to San Francisco. Bro. Allan, of New Denver, relieved him. They say it will take at least four years for Bro. Day to reveal the story of his trip. I am sorry I am not acquainted with the boys on the C. & W. branch, with one exception, Bro. Harbor, late of Three Forks, but transferred to the agency at Trail, made vacant by Brewster, resigned. Bro. Harbor is a very enthusiastic O. R. T. man, and is always trying to make it solid with the boys.

CERT. 1174.

Pacific Division:—

Bro. Gainfort has been transferred to Hector, on account of Bro. Barker's return from the East.

Bro. A. H. Lewis relieving agent at Vernon, was called to Vancouver to relieve in the dispatcher's office, and now slings "9s" on the Vancouver & Kamloop Short Line.

Relieving agent Bro. D. McManus, is at Vernon until Bro. Ed. Goulet returns.

Bro. Hayward is now holding down the office at "BX" Pit.

Mr. Jelly, operator at Hector, has been transferred to Squilax gravel pit.

A fine new station is being built at Sicamous Junction, and Bros. Cummiskey and Armstrong are happy.

The boys east of Rogers' Pass have been having a hard time with No. 1 wire lately. It is said that all offices east of there are to be equipped with the new compound double-acting self-adjusting battery. For the benefit of those brothers who have not had the giddy experience of railroading above the clouds, we will explain that this change is neces-

M. K. & T. Ry.

The night office at Sealy has been closed, thereby letting Bro. J. J. White out. We hope to hear of him being placed elsewhere soon.

Bro. J. T. J. Dawson, agent at Washington, has been off on ten days leave of absence; he was relieved by Bro. G. W. Douglass.

Bro. J. E. Ford, agent at Colmesneil, took a few days off last month; was relieved by Regular Relief Agent Douglass.

Dewey has been opened for the melon season, with H. E. Harkrider in charge. Mr. Harkrider was formerly agent at Bastrop and has been in business at Smithville for the past two years.

On account of Agent McGuire resigning at San Marcos and going to Sedalia, Bro. T. H. Stanton was promoted from Troy to San Marcos; Bro. Rudgate from Catspring to Troy; Bro. J. C. Baxter from Red Rock to Catspring, and Bro. Chapin Cole to the regular agency at Red Rock.

The night office at Texas Central Junction has been closed, relieving Operator Heaney. We do not know what disposition has been made of him yet.

Agent and Operator W. H. Pearson was working a few days at Temple, also at Granger, this month.

Operator Heaney, who was relief at Q. C. Junction, was at Waco, nights, while Bro. Wilson attended convention.

Bro. E. P. Via was acting agent at Lockhart, while our worthy general chairman, Bro. Werner, attended the convention. Bro. J. J. White relieved Bro. Via as operator and clerk at the same station.

Agent and Operator Pearson is at present relieving Bro. W. D. Custead, agent at Texas Central Junction, who has been granted leave of absence.

The Fourth District has forty-five men in it that are eligible to our order and forty-three of them are members in good standing. How is that for solid? But brothers we should have the remaining two, and let's show them the way.

CERT. 14.

There have been so many changes in night men at Parker since Bro. H. F. Klotz left, that we are unable to keep track of them.

Bro. Chas. F. DeBus, of Chetopa, formerly agent at Beagle, relieved Bro. L. D. McCoy while the latter was attending the convention at Peoria.

Bro. Chas. DeBus has been offered a position in Illinois, but we have not learned whether he has accepted or not.

Bro. C. R. Teas is figuring on moving his family to Bayard, which will allow him the privilege of home life once more.

Bros. C. E. McCallen and L. A. Long are putting in their spare moments with their new typewriter.

Bro. Howe and Talbott, at Erie, also have a new typewriter and are fast learning to use it. We will soon all be first class men, eh?

Bro. L. W. Delaplain has been given a leave of absence and visited the Gulf as well as the North, no doubt, having a splendid time.

Bro. C. E. Boye, regular day operator at Coffeyville, is working at Council Grove for a while. Have not learned who relieved him at Coffeyville.

Bro. E. E. Delaplain is doing a rushing express business now, shipping strawberries and other fruit.

We failed to get items from the First District this time, as Bro. Evans is away on a visit and having a good time.

We hope those of our members who are behind in their dues for the current term will not fail to pay up before the first of July, as they will on that date become suspended. After reading the reports of the Grand Division officers, we do not believe that we will lose any of our members, as these reports show such a bright future, and we do not believe we have a member but what is a true and loyal brother and will help swell our membership by staying with us, and inducing others with whom they are associated, to help us reach a higher level.

If you have a grievance that needs adjusting, or if for some reason or other you may have cause for complaint, either from the Order or company, write me full particulars, and I will see that the matter has my personal attention. Above all, do not breed discontent among the boys by telling them your grievances, be they ever so just, but tell them to the "police" (that's me), and see if he will not help you to get straightened out.

L. D. MCCOY.

New York Div. No. 44.

We held our regular night session on Friday evening, May 12th, at the Brotherhood Hall, corner of East avenue and Third street, Long Island City. The meeting was called to order by Chief Telegrapher Patrick H. Enright, at 8:45 p. m., with thirty members present. The vacant stations were filled as follows: P. C. T., Bro. Noon; Inside Sentinel, Bro. Aston. All the other officers were present.

The regular order of business was suspended, in order to initiate two candidates who were in waiting, after which eight applications were read, and having been reported upon favorably by the investigating committees, a ballot was taken and they were unanimously elected members of this division. Bills to the amount of \$5.93 were ordered paid.

A communication from President W. V. Powell was received in regard to organizing the D. L. & W. R. R. The matter was fully discussed, and will be taken up by Organizer Bro. R. M. Purcell at an early date.

Under good of the Order the federation and the schedule received considerable attention, and from all indications matters in this direction are progressing very favorably. It would be well for every member to attend the meetings, and become fully posted on what is going on. The meeting closed at 11:10 p. m.

On Sunday, May 28th, the second meeting for the month was held, and was called to order at 11:00 a. m., by First Assistant Chief Telegrapher Bro. J. R. Higgins, with seventeen members present. The minutes of the previous meeting were read and approved. Two applications were received and referred to the investigation committee.

Interesting addresses were delivered by delegates Joslin, of Providence Division No. 236, and Atkins, of New York Division No. 44, explaining the work transacted at the convention, which proved very interesting, and from all accounts the interests of the East were well looked after, and big results can be expected, especially in this section.

You are earnestly requested to attend the joint social meetings of the four federated Brotherhoods, to be held June 17th and July 18th, at our hall, corner of East avenue and Third street, Long Island City. For further particulars in regard to these meetings address Secretary and Treasurer, Bro. J. F. Hinterleiter, at Corona, L. I.

Attention is called to the near approach of the semi-annual dues period, and you are earnestly requested to remit to the Secretary and Treasurer promptly on or before June 30th, so that no delay may occur in the issuance of cards. Promptness in this is very desirable at this time, on account of the important work now on hand by this division, in which funds will be needed to carry on the work of your committee.

This division meets on the second Friday evening and the fourth Sunday morning of each month.

Yours in S. O. and D.,

A. J. ATKINS, Div. Cor.

Selected

Russia's Big Road.

THE official announcement just made that the trans-Siberian railway will reach Vladivostok, its terminal point, in 1902; instead of 1904, has caused deep satisfaction in Russia. As the gigantic undertaking nears completion, says a Petersburg letter in the *New York Times*, it is of interest to take a glance backward at the history of the trans-Siberian road. Since the increase in Russia's territorial possessions to the north of the Amour river, about the middle of the present century, numerous plans have been made to put the Amour provinces in rapid communication with European Russia. The first of these plans was made by Count Mouraviev Amoursky, who wished to build between Sofusk, on the Amour, and the Bay of Castries, a carriage road, to be followed, a few years later, by a railroad, which would itself have been a first step toward a trans-Siberian railway. In 1857 the English engineer, Dull, proposed to build a horse-car line from Perm to one of the ports on the Pacific. This proposition, it is hardly necessary to say, was received with the derision it deserved. The next scheme came from an English company, which asked the Russian Government, in 1858, for the concession to build a railroad from Moscow to Tartary. This demand was rejected, owing to the excessive claims of the company for territorial acquisitions along the route of the proposed road. After this, several other plans were offered to the Government, but it was only in 1878-9 that a railroad was built between Perm, Iekaterinbourg and Troumen, placing the Volga districts in communication with Ob-Irtych provinces in Asia. The road having proved amply successful, it was decided, a few years later, that an uninterrupted railway system should be built to the Pacific.

It was not, however, until March 17, 1891, that the czar, Alexander III, signed the imperial ukase which definitely settled the

question of the trans-Siberian road. On the twelfth day of May following the czarowitch formally promulgated his father's order at Vladivostok, the terminus of the new road. On December 10, 1892, work began on the railway. Of the three possible starting points of the trans-Siberian road, Troumen, Zlatoust and Orenbourg, Zlatoust was finally decided upon, as being already in communication with Central Russia by the Oufa-Samara railroad. This line was prolonged to Tcheliabinsk, which thus became the official point of departure of the trans-Siberian, which comprises five great sections, as follows:

	Versts.
First, Western Siberia, from Tcheliabinsk to Omsk.....	1,400
Second, Central Siberia, from Omsk to Irkoutsk.....	1,600
Third, Transbaikalia, from Irkoutsk to Strietensk.....	1,200
Fourth, Amour province.....	2,000
Fifth, Oussouri and the Pacific.....	733
Total.....	7,083
Or 4,525 miles.	

Work was pushed so rapidly on the first and second sections that in August, 1894, railroad communication was opened between Tcheliabinsk and Omsk. In December, 1896, the line was opened to traffic as far as the Ob, and the rails had been placed eighty miles further on to Bolotnaie. In March, 1897, the section Bolotnaie-Kansk was completed. At the end of 1897, 660 miles of the 742 which separate the Ob from Irkoutsk were finished.

As soon as the trans-Baikalian section is completed the journey between St. Petersburg and Vladivostok by rail, and steamer on Lake Baikal, will be covered in twenty-two days. Direct communication in this manner by rail and steamer will be established in 1900, and in 1902 the entire journey between St. Petersburg and Vladivostok will be accomplished by rail in sixteen or seventeen days.

It is possible to form some idea of the coming results of the trans-Siberian railroad on the future of Russia's Asiatic empire by taking into consideration the economic and commercial evolution which has already begun in Siberia and is the immediate consequence of the great trans-continental railroad. The rapid progress made by Siberia on the path to civilization during the last five

years is due entirely to the new road. How great this progress has been may be judged by the following facts. But before giving any details concerning the recent march of civilization in Asiatic Russia it is first necessary to determine exactly what is meant by the designation "Siberia." To the average American, as indeed, to the average European, the name brings to mind a vast icy desert, dotted here and there with convict stations. This generally conceived idea of Siberia is certainly far from a correct one. To begin with, the convicts of every description form but a small minority of the population, and among them the number of common law offenders is far greater than of political offenders.

But aside from this question of convicts, Siberia has such varied climates, vegetation and resources that it is not possible to conceive of this immense territory as a single unit. Siberia is, it is true, a desert in a large portion of its territory, but all the part comprised between the 50th and 60th and 105th degrees of longitude east from the meridian of St. Petersburg is as far removed from a desert as can be imagined. Geographically the term Siberia is wanting in precision. As a general rule it designates all of Asiatic Russia, with the exception of transcaucasia, Turkestan, and the trans-Caspian territories. But its limits have never been exactly determined. Under the name are comprised western Siberia, consisting of the Governments of Tobolsk and Tomsk, and eastern Siberia, with the Governments of Yenissei and Irkutsk. These regions make up Siberia, properly speaking, to which are often incorrectly added the territory of Yakoutsck and the Government of Amour. Western Siberia, which has an area of 1,380,000 square miles (or about four times the size of France), contains 270,000 square miles suitable for cultivation and 600,000 square miles of timber land. In the agricultural districts of western Siberia the climate is more temperate than in European Russia, the winters being considerably milder than in St. Petersburg, for instance. The population of western Siberia is over 2,000,000, nine-tenths of whom are Russians. Eastern Siberia has an area of 2,100,000 square miles, comprising 90,000 square miles of forest lands and 348,000 suitable for agriculture. Eastern Siberia has a population of 900,000, three-fourths of whom are Russians, the remainder being natives, Tartans, Bouriaeces and Tayans.

The rapid development of Siberia since the opening of the first sections of the trans-Siberian railroad is to be largely accounted for by the great increase of immigration. In 1890 36,000 people crossed the province of Tobolsk to emigrate into Siberia, 60,000 in 1891, 100,000 in 1892; in 1896 these figures were increased to 180,000. Last year the emigration from Russia into Siberia was

estimated at about 250,000. They are closely watched by the police, for the Government is fully aware of the danger of allowing undesirable emigrants to settle among the uneducated native population. Colonization is, therefore, closely regulated by laws in Asiatic Russia. Every emigrant receives a grant of thirty-two acres of land and thirty rubles in cash. By far the greater number of emigrants have settled, of late years, in the regions of the Upper Obi and the district of Altai.

The industrial progress due to the trans-Siberian railroad has, so far, been chiefly confined to gold mining and the pit coal trade. The recent important discoveries of coal mines by the engineers of the railroad are but another proof of the immense mineral resources of the country. These include petroleum, iron, silver, zinc and every other known specimen of precious stones, from the diamond to the ruby, besides many comparatively unknown specimens, such as the alexandrine, a stone which, when seen by artificial light at night, looks like a sapphire and like a ruby when seen by daylight.

Siberia may, in many respects, be compared with our Western States, from the Mississippi to the Pacific Coast, fifty years ago. There are, indeed, many analogies between the greatest republic and the greatest empire in the world. The natural resources and the two countries are almost identical, while the increase in population and the rapid commercial and industrial development, particularly during the past half century, have many points in common.

Contemporaneous Russia, as a whole, has many points of similarity with the United States, paradoxical though it may seem. There is, for instance, more similarity than difference between "society," say, in New York and Washington and in St. Petersburg. Russian business men, in particular, have many points in common with American business men. The Russians, as a whole, have cast away many old-fashioned prejudices which still reign supreme in Germany, and even in France. I do not hesitate to say that Russians have far less spirit of caste than the French. To begin with, they have not, and never have had, a hereditary aristocracy. Many of their statesmen and diplomats have risen from the lowest ranks of life, while in France a title of nobility is still a potent factor in helping a man on to the higher diplomatic posts.

From this resume it is evident that Russia is marching forward with giant's strides on the road to economic progress. The population of the empire is, likewise, steadily on the increase; public education is being developed in all its branches and the welfare of the working classes is being promoted. Slowly, but surely, Russia is obtaining the preponderating position in Europe.

Grand Division

OFFICIAL DIRECTORY

GENERAL OFFICES, PEORIA, ILL.

GRAND OFFICERS.

W. V. POWELL,
President, Peoria, Ill.
M. M. DOLPHIN,
First Vice President, Peoria, Ill.
H. B. PERHAM,
Secretary and Treasurer, Peoria, Ill.

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Charles Daniel, Chairman, 65 Cone st., Atlanta, Ga.
S. C. Mahanay, Secretary, Meramec Highlands, Mo.
L. A. Tanquary, Room 6, Union Depot, Pueblo, Col.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Medicine Hat, N. W. T.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, Secretary and Treasurer, Peoria, Ill., also their Local Secretary.

Notice.

To All Concerned:—

On March 1, 1898, the application fee of \$1.00 as provided by Article 13 of the laws governing the Mutual Benefit Department was waived by the Insurance Committee until our Second Biennial Session of the Grand Division.

This is to give notice that the Second Biennial Session of the Grand Division restored the \$1.00 application fee, as provided by the above named Article, and all members filing an application on and after June 5, 1899, will be required to pay the \$1.00 application fee. This fee must invariably accompany the application to this office after that date.

Yours in S. O. and D.,
H. B. PERHAM,
Secretary and Treasurer.

Notice.

I would like to get the present address of the following brothers: A. M. Brown, formerly of Sharon, Mercer Co., Pa.; A. W. Leggatt, formerly of Washington, D. C.; W. D. Carr, formerly of Red Bank, Pa.; C. B. Leach, formerly of B. & O. Depot, Pittsburg, Pa., The mail sent these brothers of Division No. 52 has been returned from the above points, and anyone knowing the whereabouts of these brothers, will confer a favor by notifying
J. W. BARBER,
Secretary of Division No. 52,
2524 Frazier street, Pittsburg, Pa.

Notice.

The following Division cards have been reported as lost. If presented, please take up and return to this office:

Card 2846, good until June 30, 1899, issued in favor of Certificate 239, Division No. 22.

Card 3627, good until June 30, 1899, issued in favor of Certificate 256, Division No. 162.

Card 4413, good until June 30, 1899, issued in favor of Certificate 54, Division No. 1.

Card 4737, good until June 30, 1899, issued in favor of Certificate 51, Division No. 23.

Card 4987, good until June 30, 1899, issued in favor of Certificate 39, Division No. 13.

Card 5130, good until June 30, 1899, issued in favor of Certificate 277, Division No. 22.

Card 6005, good until June 30, 1899, issued in favor of Certificate 840, Division No. 52.

Card 7800, good until June 30, 1899, issued in favor of Certificate 569, Division No. 23.

H. B. PERHAM,
Secretary and Treasurer.

To Members of O. R. T.

Typewriters!

We have secured a special lot of Typewriters which are best suited for Telegraph Operators' work, and in order to close them out at once, make the following special offer.

Number we have for sale	Cash Price	Installment Price	Installment Terms
12 No. 4 Remington (single case machines)	\$15.00	\$16.50	\$5 down, \$2.00 per mo.
10 " 3 Remington (wide carriage machine)	28.00	30.00	5 " 4.00 "
15 " 1 Yost	20.00	22.00	5 " 2.50 "
20 " 2 Yost	24.00	26.00	5 " 3.00 "
10 Oliver	28.00	30.00	5 " 4.00 "
8 Williams	30.00	33.00	5 " 4.50 "
10 No. 2 Caligraph	18.00	20.00	5 " 2.50 "

REMEMBER.....They Won't Last Long

And no more can be secured on same advantageous condition. All machines thoroughly overhauled and fully guaranteed. WRITE AT ONCE for full particulars and mention special bargain offer. A cash deposit with your inquiry would insure one being placed aside if there are any left.

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VOL. XVI, No. 7
JULY, 1899

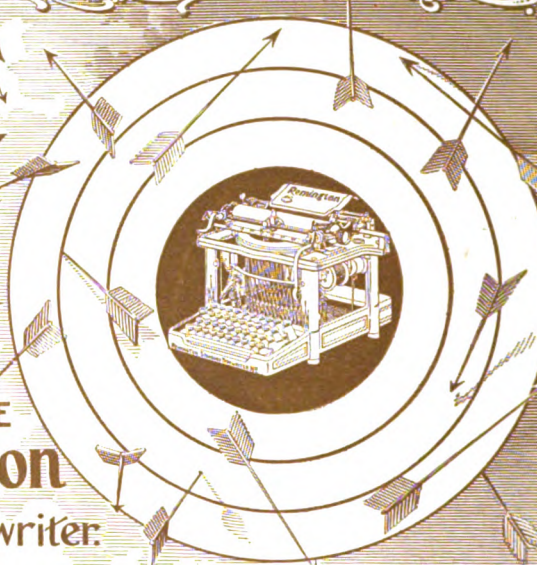
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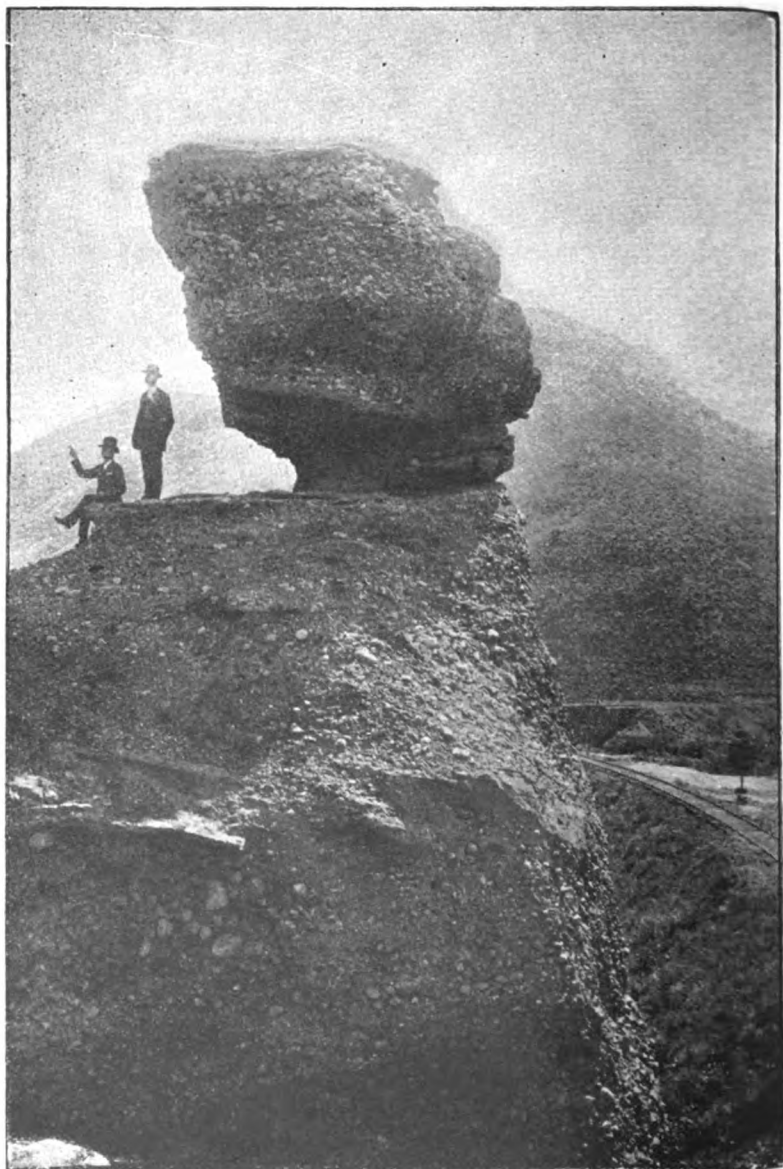
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THE
UNION
PACIFIC



PULPIT ROCK, ECHO CANYON, UTAH, ON THE UNION PACIFIC RAILROAD.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



ENTERED AT THE POST-OFFICE AT PRORIA
ILL., AS SECOND-CLASS MATTER.
Subscription Price, \$1.00 Per Year.

VOL. XVI.

JULY, 1899.

No. 7

EDITORIAL

Direct Legislation.

"——— If a better system's thine,
Impart it freely, or make use of mine."

ONE of the subjects that ought to receive attention from the railroad telegraphers is that of direct legislation. Every member should be interested in the framing of laws that determine the action of the organization, and direct legislation would be instrumental in awakening and maintaining that interest. People who have the power to make and amend laws always at their command are very liable to make use of that power as soon as they learn what its exercise means.

As a general thing it may be said that telegraphers have more and better opportunities to study than men employed in other vocations. Between calls or while waiting for circuit the time is generally occupied in reading something, and by this means the habit of study is induced.

If propositions for amending the laws of the Order were submitted to the membership they would undoubtedly receive the thoughtful consideration of the best heads in the business, and the result would be

a great benefit to the organization. In addition to this, it would keep the membership at large in close touch with everything concerning the organization and establish an *esprit du corp* that is now lacking, where the membership cannot meet together to exchange ideas and strengthen the ties of fraternalism.

The Typographical Union has tried this plan, abolished it once and inaugurated it again.

J. W. Sullivan, writing for the *Direct Legislation Record* for June, says:

"The Typographical Union of this country has just made another step on its way to true direct legislation. Before 'initiative' and 'referendum' were much spoken of in America, this union not infrequently 'sent questions to its members for a vote.' Six or eight years ago the scientific terms came into use among the printers. The method was discussed under those terms, and more questions than ever were voted on year by year. Three years ago the union, with its thirty thousand members, went to the extreme of abolishing its annual conventions and deciding to make its laws, and even

nominate and elect its general officers by a vote of the whole body. It was found easy enough to elect the officers, but the method of putting into practice the referendum was not wholly satisfactory. To obtain a nomination a candidate had to be named by twenty out of the three hundred unions. The poll then took place Australian ballot fashion, and a plurality elected. The initiative, however, was slow and crudely operated and for lack of clearness in putting the referendary questions, and because of carelessness in taking the vote in some unions, dissatisfaction arose. Then, by a referendum vote, it was decided to hold a convention last summer. The body met at Syracuse and promptly drew up a law abolishing the referendum. Not a voice was raised in its behalf on the floor. The vote in the convention on the proposition was *viva voce*, and was so manifestly one way that no count was made. The delegates in general took it for granted the referendum was dead.

"In January of this year all the propositions passed by the Syracuse convention — twenty-two — were voted on by the rank and file from Jacksonville to Seattle. Some of them were approved by thousands of a majority and some were rejected by thousands. The vote on abolishing the referendum was: Yea, 2,847; nay, 7,731. In New York City the vote was: Yea, 321; nay, 1,687.

"In this vote was once more shown that men do not easily give up rights once acquired.

"But only about 11,000 of the 30,000 members voted? Yes. But it is to be remembered that this union vote is not taken with the ease with which the civic vote is polled. The men cannot quit work to do their voting, the polls may be far from their homes, or they may not be at work, if the vote is taken in the shop. Undoubtedly many decline to vote because they have not given the propositions the necessary study. As it is, however, the referendum brings out every year a growing vote. The 'consensus of the competent' thus takes on more meaning.

"The stages now passed by this union, with respect to direct legislation, are: Ridicule, attention by the thoughtful, tentative votes, an increasing confidence in the method as superior to delegate lawmaking; opposi-

tion, because of defects in applying the method; delegate action, with a view to killing it; emphatic veto of the body itself. It now remains to systematize the method, arrange its regulations in detail and confine it to its proper sphere.

"It is to be remembered that in the trades unions there is no such need of direct legislation as in the state, with its subdivisions. The unions confer no franchises, have nothing to do with monopolies, have no corrupt legislators and have no machine bosses. Neither have they such a ludicrous legislative make-up as a senate to offset a house, with the dead-lock double representation and a veto in the hands of one man.

"Since September, 1893, Typographical Union No. 6, New York City, has been raising from \$25,000 to \$35,000 a year for its unemployed members. The fund has come from assessments on the members at work. Naturally, the assessment has been much discussed. Twelve times has the union taken up the question. Six times the referendum took it in hand, and six times the union in 'town meeting' voted on it. The last time the matter came up was just three years ago, when a constitutional amendment was passed, which still holds good, making the assessment of one per cent. on all earnings.

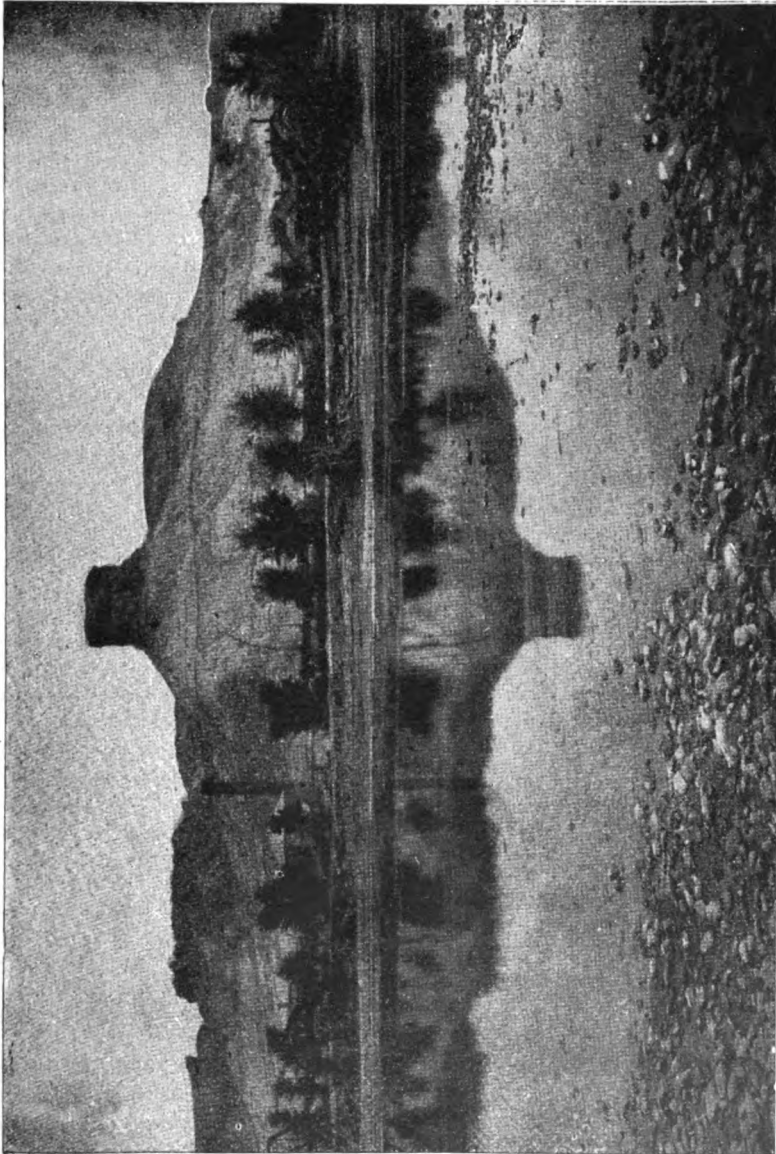
"After all but the last referendum vote was taken, the two systems of lawmaking in the union were thus reviewed in the newspaper of the organization:

"The union's action at one meeting may be reversed at the next, if the opponents to such action can assemble enough voters. The opposition can put the union to the expense of a special meeting — two special meetings were called on assessment issues. The cost of a special meeting cannot be computed — the printing of circulars, hall rent and car fares are the least part. Five hundred men may lose their holiday. Further, action at a meeting never decides what a majority of the union want. At one meeting the yeas may have it all their way; at the next they may be overturned, and on a full vote at the polls they may be definitely defeated. The union meeting does not give all the members their rightful share in shaping legislation. The entire membership has not even hall room. A union meeting can be packed; it may dispose of a grave

question on the spur of the moment; it may browbeat a minority present, which has on its side justice and the final judgment of the majority of the whole membership. If the proceedings at a meeting are character-

sistent, intolerent, expensive, at times one-sided and opposed to the prevailing will, and in the critical two per cent. permanent fund issue a failure.

"The number of referendary votings on



GREEN RIVER BUTTES, ON THE UNION PACIFIC RAILROAD.

ized by haste, excitement or unfairness, it spreads dissension throughout the entire body. On the assessment question legislation at the union meeting has proved itself incon-

the assessments was five. The one that took place at the regular election added nothing to the outlay. The other four each caused an expense to the union treasury of

about \$60, and to the chapels of perhaps \$200; total for the four, \$1,000.

"Every referendary vote has brought out at least five times the number of voters that are present at a union meeting on occasions of great importance, and ten times the number attending ordinarily. That is, five to ten times as many members as usual exercised their rights, felt bound the closer to the union in doing so, were the better instructed, because they had argued the questions among themselves, and were the more nearly satisfied in the outcome of the vote. Every one of the votes (except the one objectionably put), settled the issue then in question. There was no cry of packed meeting, of partisanship, of an irresponsible minority wasting the money of all, of the members being called away from home on Sunday. The referendum when issues are serious, is fair, decisive, and in the long run cheap; it educates the members and it makes the union stronger."

Henry A. McAnarney, in the *Typographical Journal* for July, on the question of conventions, says in part:

"Conventions have been an increasing drain on the finances of the International Typographical Union since 1889, the cost that year being less than \$700 to the parent body. Since that year there has been a steady growth in expenditures for this item until the Colorado Springs convention, the cost of which was over \$3,500, including the printing of officers' reports and proceedings. The amount expended for the Syracuse convention will approximate a similar sum, and an estimate of a like expenditure may be made of the coming Detroit convention, making the total cost to the International Typographical Union for the nine conventions from 1889 to 1899, inclusive, over \$17,000. The expense to subordinate unions cannot be accurately established, there being no data at hand by which the exact expenditures can be ascertained; but, taking the number of delegates attending the Syracuse convention as a basis of calculation, we may strike a fair average for the years from 1889 to 1899. There were 150 delegates to that convention, and it is safe to place the average appropriation for each delegate at \$100, making a cost to local unions of \$15,000; multiplied by nine, the

cost to subordinate unions for representation at the conventions for the years 1889 to 1899, inclusive, approximates \$135,000! With the \$17,000 expended by the International Typographical Union, we have a total cost to the union printers of this continent for the holding of conventions for ten years of \$152,000! This estimate does not take into account the printing of officers' reports and proceedings, except in the figures for the Colorado Springs and Syracuse conventions; nor have we considered the outlay of local unions in entertaining delegates to conventions, which is no insignificant sum, involving as it does an almost endless assessment and scrupulous economy in expenditure for needful purposes. However, the amount specified is sufficiently appalling without dragging in the gaunt spectre of want to mar the pleasures of the local feast.

"It would appear from the terrifying majority favoring the referendum system of government, as reflected by the vote on the propositions submitted by the Syracuse convention, that all efforts to relieve the rank and file of the task of governing themselves and electing their officers in the future will be eschewed; but such a view, while not erroneous, is at least presumptuous. The majority against the propositions to abolish the referendum represented an aroused determination to retain natural rights, awakened by forceful unceasing agitation. That vote reflected the opinion of the membership only under prevailing conditions. Time works changes in the minds of men, but cannot efface the right under any conditions of self-government; yet this right of man may be trampled upon by man himself, and in the current of events he may strip himself of rights to which normally he would cling tenaciously."

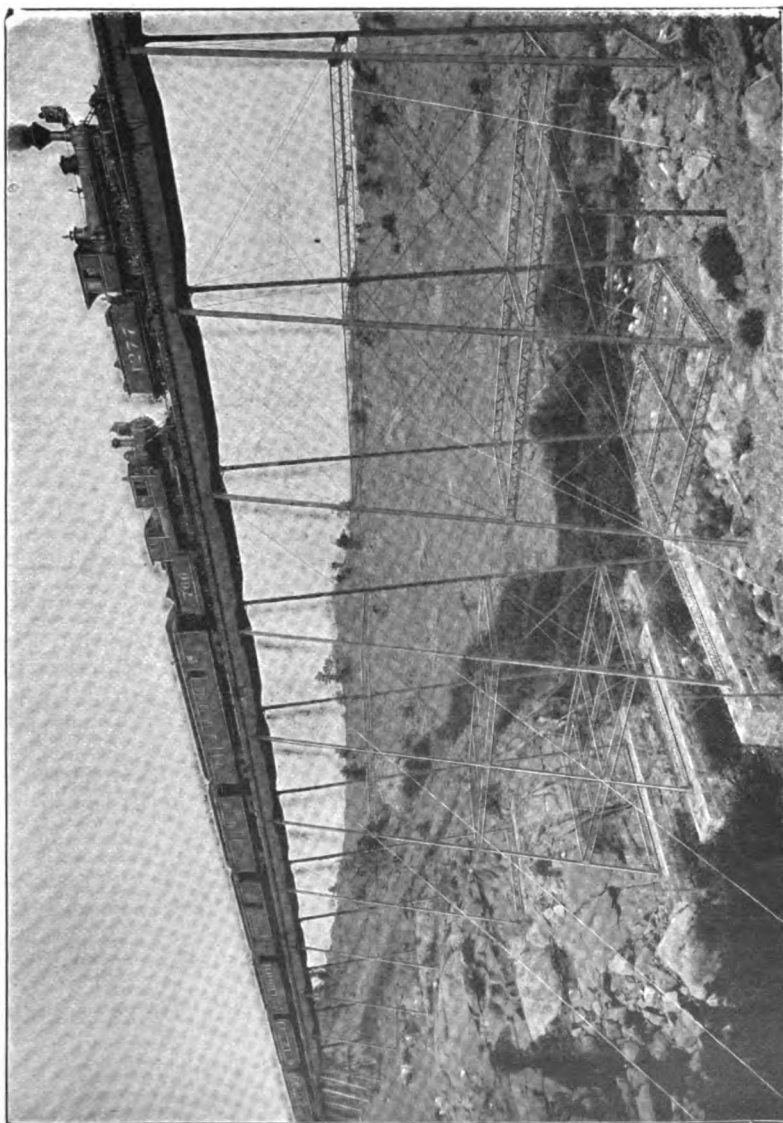
Now if all these things are true of the Typographical Union, why would not some such plan be good for the Order of Railroad Telegraphers?

The adoption of the Mutual Benefit Department was decided by a referendum vote, and experience shows that the membership acted wisely. In any case there will be no harm done by a thorough discussion of the question by the membership, as that will bring out the points in favor of and against the proposition.

Dowdy Indifference.

SEVERAL of our members located in different parts of the United States and Canada have sent to the Editor copies of Elbert Hubbard's Booklet entitled "A Message to Garcia," with marginal com-

mentaries' point of view, that many railroad officials have bought it in quantities and sent them gratis to their employes in a missionary spirit. As is usually the case with such well meaning utilities, the men seem to regard the act of sending them the booklet in the nature of a slur, and only further



DALE CREEK BRIDGE, ON THE UNION PACIFIC RAILROAD.

ments criticising it adversely. Investigation develops the fact that this brochure is considered such a good thing, from the

emphasizing the fact of the lack of appreciation on the part of the employers for their men who are in the habit of faithfully

and conscientiously performing their round of duties without direct supervision for very little pay and still less thanks. It is not to be supposed that the author had in mind the inadequately recompensed office men of the corporations when he wrote the booklet in question. If the author's attention had ever been called to the patient and painstaking men employed by the thousands on our railroads; men, who, by zealous attention to the smallest detail of duty make the business of transportation what it is and cause managers of American railroads to work miracles of economy in order that dividends may be paid upon the inflated capitalization of the companies, we venture to say that the men who receive train orders by telegraph, attend to signals, sell tickets, check baggage, receive and forward freight and work all day and part of the night, Sundays and holidays for a mere pittance, are not the kind of people of which Elbert Hubbard writes.

Under the wage system it is not uncommon for the employer to fall into the error of talking about the ingratitude of his men, and in many instances they bring themselves to believe that if it were not for their superior sagacity, dauntless energy, all round benevolence, etcetera, that his men would be both hungry and homeless. The beneficent influence of their money is paramount to any consideration as to how they got it or who made it for them.

When the increasing intelligence of the employes opens their eyes to the truth that labor is the parent of capital and as such is fairly entitled to consideration and respect, they also have something to say about the ingratitude of the employer. When the wage earner learns that wages are paid from the product of his own labor it occurs to him, sooner or later, that he ought to have something to say about the amount.

Another point is that corporations as well as individuals have found out that good wages secure the services of good men, and that where wages are not in accord with the men's notions of justice and right they are seeking to better them by the only available method, which is, according to our present standard of intelligence — concerted action. On railroads where thousands of men are employed, where only a fraction of one percent. can be promoted, it is not to be expected

by men of intelligence that the great mass of employes will be satisfied to work for a mere pittance, because there is a chance of one in a thousand being promoted. This is merely a part of the great contention between employers and employed, which is a natural concomitant of the wage system.

When a better plan is instituted, Mr. Hubbard will find that a new spirit will take possession of men and the dowdy indifference that he complains of will entirely disappear.

Change in Titles.

THE Order of Railroad Telegraphers, at its twelfth regular and second biennial session of the Grand Division, made a new departure in the matter of simplifying the titles of its Grand Officers, the significance of which will be appreciated by those who have found themselves placed sometimes at a disadvantage by a high flown and cumbersome title. When one first hears the appellation of "Grand Chief Telegrapher," it sounds like a burlesque and needs some explanation. Custom makes the matter stale, and the crudity is only apparent to the newcomer and the outsider. It is true that nearly all of the ancient organizations maintain this custom, but it may be safely asserted that it is sentiment alone that supports it. The more modern organizations content themselves with a President, Vice President, Board of Directors or Executive Committee, and Secretary and Treasurer, and these titles are so well understood generally that it is never necessary to explain what the duties of these officers are. In future the Executive Head of the Order of Railroad Telegraphers will be known as the President, the next in rank being the Vice President. What was formerly known as the Grand Executive Committee, is now the Board of Directors, and the title of the Grand Secretary and Treasurer, is simply the Secretary and Treasurer. The Chiefs of subordinate divisions will be known as Local Presidents, while the Secretary and Treasurer will be known as the Local Secretary and Treasurer, etc.

It is probable that this change in the law will not meet with favor at first, but there is no doubt but that in the course of time it will commend itself generally as a better arrangement.



SOME G. T. R. GENERAL COMMITTEEMEN AND FRIENDS.

O. S. CORNELL	T. W. DUNN	G. C. READ	E. DAVIS	A. HAMEL	P. H. HERBERT
MRS. T. W. DUNN	W. V. POWELL	MISS REYNOLDS	MRS. G. C. READ		R. H. REYNOLDS

A Design Wanted.

A DESIGN for an O. R. T. emblem is wanted, and it has been decided to get the ideas of the membership in regard to the matter. With this object in view a cash prize of ten dollars is offered to the member of the Order of Railroad Telegraphers who will furnish a design that will be acceptable to the President and the Secretary and Treasurer.

The following stipulations are made: The emblem must be suitable for either a lapel button, scarf pin or watch charm.

The design must contain no letters in monogram or otherwise.

It should be suitable for engraving or stamping on metal, or printing on celluloid, or a similar substance.

Designs should be submitted to the Secretary and Treasurer, at Peoria, Ill., not later than August 10, 1899, as the selection will be decided upon immediately after that date.

The design should be distinctive of the telegraph business, and of such character that members would readily recognize one another.

There are a number of skilful designers among the membership, and it is hoped that each one will submit his or her ideas upon the subject, in order that there may be plenty to choose from. The honor of designing such an emblem is worth competing for, and entirely overshadows the cash prize offered.

The Striking Trackmen.

THE trackmen on the Grand Trunk Railway in Canada, who have been on a strike for some time past have returned to work. On June 17th, the Trackmen's Brotherhood was recognized by the general manager of that company, who sent the following communication to Chairman Pole:

MONTREAL, June 17, 1899.

MR. WM. POLE, MONTREAL.

DEAR SIR:—Referring to conference held in my office today, and confirming what I said to you at that conference:

If the strike of the trackmen is called off we are willing to restore to their former positions in the railway company's service all foremen and trackmen who have not been

guilty of acts of violence during the period the men have been on strike, applications for positions to be made in the usual form. If a man is refused re-employment he shall have an appeal to the general superintendent and general manager, and for that purpose will be furnished transportation from and to his home, the decision on his appeal to be rendered within fifteen days from his making the appeal.

After the return of the men to work, and within thirty days, or not exceeding forty days, I will meet a committee of our employes representing the trackmen to discuss the question of increased compensation and other matters which they may desire to take up at that time, and for that purpose will furnish transportation for the members of the committee to Montreal and return to their homes.

Yours truly,

CHAS. M. HAYS,
General Manager.

When this communication was received, the strike was declared off by the general committee, and the men advised of that fact. The officials of the Grand Trunk Railway are inclined to be fair and there is no reason to doubt but that the trackmen will be able to adjust all their differences at the coming conference. It is gratifying to see the trackmen getting into position to materially better their condition by constitutional methods.

The Industrial Commission.

THE Industrial Commission at Washington has been in session for some time gathering an immense volume of statistics from which many valuable inferences will be drawn. On June 24th, after hearing testimony from Mr. A. C. True, Director of the Office of Experiment Stations, and Mr. Geo. K. Holmes of the Agricultural Department, the Commission adjourned until September 5th, next.

Perhaps one of the most interesting pieces of testimony that has come before the Commission was that of Mr. Geo. K. Holmes of the Agricultural Department. He furnished statistics showing that the average earnings per capita of farm laborers in the United States was \$225 per annum without board, compared to \$227 paid to persons engaged



GENERAL COMMITTEE A. T. & S. F. RY.

DICK COMSTOCK	A. B. HARDING	PETER GROOME	P. L. MARSTON	E. DOWLING
JAS. T. HART	W. T. CASEY	W. V. POWELL	J. A. NEWMAN	C. D. WHITNEY

in domestic service, \$420 paid to miners and \$445 paid to those engaged in the mechanical arts. He also submitted figures showing the average per capita production of the farmers of the United States to be \$333, the average production of mechanics being \$850 per capita per annum. From these figures he deduced the conclusion that the condition of the farm laborer was wretchedly poor, while that of the farm owner was little better. His estimates show that after all expenses are paid, the farmer receives an average income of only \$22.81 per month, counting nothing for interest. For the past few years there has been a constant decline in the price of farm products, except in meat, dairy and poultry products. These figures go to show that there is something radically wrong with the present adjustment of affairs. The men who do the hardest work are getting the least pay, when the reverse should be the rule. It is no wonder that farmers' boys who see such a meagre return for long hours of daily toil should seek to get a job in a telegraph office where the pay is a little better and the manual labor decidedly less. It is this condition of affairs that makes telegraph schools possible, where the munificent salary of \$40 per

month is held out as a glittering bait to these farmer lads who otherwise would not be attracted. This also explains why the young men on the farms are so anxious to leave the humdrum life on the farm with its pitiless drudgery and poor returns, for the ease and comfort which seems to be enjoyed by the city men.

It will be interesting to note what recommendations are made by the Commission looking to the amelioration of this condition. It is not to be expected that they will advocate the inauguration of a system that will make it possible for every man to trade his days labor on a basis of equity with any other man's days labor, but it may be safely prophesied that until that desideratum is brought about, no change will be made for the better.

Farmers, as a class, have a more direct interest in bettering the present industrial situation than anyone else, and they will find food for thought in the figures that Mr. Holmes has submitted. About the only remedy available for them is to organize and unite with the mechanic in the attempt to capture the reins of government for those who work, away from those who merely scheme.

Editorial Notes

The O. R. T. is booming.

Every artist in the Order should try for the emblem prize.

It is easier to carry a union card than a load of poor excuses.

Notwithstanding the warm weather the Order is active from Maine to California, inclusive.

The printed proceedings of the Second Biennial Convention are being mailed to the membership.

Just sixteen years ago the 19th of July, since the Commercial Telegraphers walked out. Those who thought they got the worst of it have in many instances discovered that the harder the deal the better it was for them.

Says an exchange: "The chief honor connected with labor is in compelling some one else to do it and pretending we did it ourselves." Good.

The smelter owners of Colorado went on a strike recently against the eight hour law enacted at the last session of the legislature. Such lawlessness is to be deplored.

The Constitution and Statutes are being revised in accordance with the new amendments. A copy will be sent to each member as soon as received from the printer.

The extraordinary number of strikes taking place in different parts of the country indicate a restlessness on the part of the producers of wealth that is a sure sign of progress. They are getting tired of sleeping on their rights.

The best railroad positions at the present time are in the gift of those with influence, and they go to favorites whether competent or otherwise. The Organizations must move to make ability and length of service the first consideration for the higher positions.

The eighteen hundred trackmen on the Grand Trunk Railway who have been out on a strike for over four weeks, have now returned to work. Their Organization has been recognized by the officials, and it is understood that they will be granted a substantial increase in pay and better treatment. Judicious management will soon make the trackmen a power to be reckoned with.

The "Trust Busters" declare that competition is the life of trade, notwithstanding the many object lessons to the contrary. Trust busting savors of a political fraud. The trusts that the politicians are raving about are simply large corporations doing business under the protection of federal and state laws. Trust agreements are a thing of the shadowy past. A long felt want is a political party that will advocate economy in production by every known means and strict economy in distribution.

The telegraphers on the Flint & Pere Marquette Railway secured a schedule on May 15th last that will make life easier for them in the future. Owing to the great similarity in all these schedules it is not necessary to publish them verbatim as they take considerable space and are not particularly interesting except to those whom the schedule affects. It is sufficient for others to know that the Flint & Pere Marquette road is now on a union basis as far as the telegraphers are concerned, thus showing it is inclined to be fair with its dividend earners. The people will do the rest.

The big street car strike in Cleveland, Ohio, has been settled. A special committee of the city council acted as arbiter between the officials and the employees. The following stipulations were agreed to:

1. Restoration of former schedule.
2. In the matter of extra runs and wages therefor the company will treat with men, and in case no agreement is reached, they will arbitrate.
3. Questions of wages and schedules will

not be arbitrated, but the company will receive employees in an effort to adjust them.

4. In matter of discharge of employees a man shall have a hearing, given full opportunity to explain. Hearing to take place before representatives of men and company.

5. Questions of reinstatements to be as previously agreed upon in original proposal, viz., eighty per cent. of all old employees taken back at once, twenty per cent. to be on waiting list, etc.

An abstract of the accounts of the Post Office Telegraphs of Great Britain for the past year, which was issued on March 7th, shows that the net receipts were \$15,000,000, and the net expenses \$16,500,000, a net loss to the government of \$1,500,000.

The above item is going the rounds of the daily press, and it may be noted that ever since the people of that country concluded to run their own telegraphs, that each year has seen a similar item circulated in the newspapers of this country. It is well known that the British are the most talented grumblers on earth, and it is therefore to be presumed that if they had even a bare suspicion that they were getting worsted by the arrangement, there would be a fervid protest.

Over sixty million messages were handled during the year. The regular commercial tariff was ten words for sixpence to any part of the country, but the low newspaper rate was responsible, more than anything else, for the cause of the deficit.

About fifteen years ago when the advocates of the Single Tax theory were most active in spreading the truth on the land question they hit upon a method of propaganda which they called the "Target System." The *New York Standard*, which was at that time the leading mouth-piece of the cult, would put up the name of some leading man whose work had evidenced the fact that he was of a liberal turn of mind, and a group of active sympathizers would be directed to write to him on the subject with the object of getting him interested. It is needless to state that when a man gets a number of letters from as many different people calling his attention to a much needed reform, that he soon begins to think that something is expected of him, and he had perhaps better look up the subject; the result usually being that he was converted to the theory.

The same plan has been used with good effect in the matter of organizing the railroad telegraphers. It is a demonstrated fact that one man can start the work with a few letters that will in the course of a month or two have the effect of organizing an entire railroad system.

THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 12 IS DUE ON
AUGUST 1, 1899. TIME FOR
PAYMENT EXPIRES SEPTEMBER
30, 1899.

CLAIM No. 9.—Amount \$300 was paid
June 13th to Nancy A. Walker, of Enfield,
N. H., the widow of Bro. E. H. Walker, of
Concord, N. H., Division No. 43, who died
March 6th, from Brights disease.

CLAIM No. 10.—Amount \$500 was paid
June 24th, to Annie Corson, of Revelstoke,
B. C., the mother of Bro. F. H. Corson, C.
P. R. Division No. 7, who was killed in a
snow slide at Rogers Pass, B. C., January
31st.

A brother who experienced a good deal
of difficulty in properly filling out the ap-
plication blank, after it had been returned
to him the third time for a correction com-
plained that there was altogether too much
red tape about the Department.

Thousands of applications have been re-
ceived with each question properly answered
the first time. All the formality they had
to contend with was in filling out the blank
which, by the way, might as well be done
first as last as it is imperative that each
question be properly answered before the
application can be finally passed upon.

CLAIM No. 12.—Amount \$1,000 was paid
June 15th to Francis S. Ancell, of Overton,
Va., the widow of Bro. E. O. Ancell, of C. &
O. System Division No. 40, who died Jan-
uary 16th from typhoid fever.

The following correspondence explains
itself and points a moral:

HARTFORD, CONN., May 12, 1899.

J. R. CARDINAL.

DEAR SIR:—J. P. Connors, agent at Tariff-
ville on this line, died suddenly yesterday
morning, 13 he was a member of New
Haven Division, O. R. T.

If you would please notify lodge and if
anything you can do towards helping widow
in regard to insurance, please do so.

Burial ten a. m. Saturday at Tariffville.

Yours

F. W. DANKS, Dispr.

NEW HAVEN, CONN., June 12, 1899.

MR. H. B. PERHAM, PEORIA, ILL.

DEAR SIR AND BROTHER:—The attached
note explains itself. Bro. J. P. Connors
referred to is our No. 294, with dues paid to
December 31, 1898, and has never filed any
insurance application. I urged upon him
several times the necessity of doing so, but
always met with some excuse putting off
the matter. I think it would be a good
idea to make a note of this in the Mutual
Benefit Department of the next TELEG-
RAPHER, as an object lesson to others.

With best wishes, I remain,

Yours in S. O. and D.,

JNO. R. CARDINAL,

Sec'y & Treas.

Gleanings

Labor unions are rapidly increasing in Texas.

* * *

The hope of the future lies in the intelligent organization of labor.

* * *

Iowa has 111 city-owned water works and twenty-eight in private hands.

* * *

The strike of coal miners in the Pittsburg, Kansas, district has been settled.

* * *

In Marseilles, France, 4,000 stone masons are battling for better conditions.

* * *

The Colorado eight-hour law went into effect Wednesday, June 4th, at noon.

* * *

Labor Day (September 4th) has been declared a legal holiday in the Philippine Islands.

* * *

Minnesota labor unions were successful in killing the anti-boycott bill in the legislature of that state.

* * *

Department store employes of New York, Chicago and Boston are said to be organizing to get better wages.

* * *

In the Saar district in Germany 4,000 coal miners are on strike for the eight-hour workday and a wage of five marks (\$1.25) per day.

* * *

Siberia will be largely represented in Paris in 1900, the first time at any exposition. The new railway and the new lands it has opened will be fully represented.

* * *

The difficulties between the journeymen carpenters of Berne, Switzerland, and their employers have been settled amicably. The mutual agreement made holds good for one year.

Wisconsin, Minnesota, North Dakota and California were the four states which by the federal census of 1890 had a larger foreign-born than native-born male population of voting age.

* * *

In Stuttgart, Germany, 1,100 cabinet makers and furniture workers are on strike. Their main contention is an increase of 10 per cent. in wages and establishment of the nine-hour day.

* * *

Twenty linemen of the Detroit Telephone Company are on strike for an eight-hour day and a new scale. The men refused to arbitrate and by their sudden withdrawal crippled the service in a portion of the town.

* * *

Social reform is not to be secured by noise and shouting; by complaints and denunciations; by the formation of parties or the making of revolutions; but by the awakening of thought and the progress of ideas.—*Henry George.*

* * *

Twenty-five passengers, sixteen employes, and two other persons were killed by train accidents in Great Britain in 1898, and 632 passengers, 110 employes and three other persons were injured. The number was fifty per cent. larger than in 1897.

* * *

Watchmakers in Porrentruy, Switzerland, after failing to reach a satisfactory agreement with the employers on the adoption of a new rate, have declared a strike, with the result that several bosses came to terms, and the rest are expected soon to follow.

* * *

Professor Walter A. Wyckoff, of Princeton University, in a recent lecture gave it as his opinion that the centralization of capital had come to stay, and argued that the entire capital of the country should be centralized in the control of the people.

A law passed by the Nebraska legislature prohibits a railroad company from requiring a telegraph operator or trainman who has worked ten consecutive hours, except in cases of casualties, to again go on duty until he has had at least eight hours' rest.

* * *

The Supreme Court of Tennessee has held that a railroad company can refuse to accept goods for shipment by a route designated by the shipper, and that the railroad company accepting a shipment has the right to fix the route over which it is to be transported.

* * *

"I pound a telegraph key during the mornings, thump a typewriter in the afternoons, and I ride a bicycle nights and Sundays," is the way an operator recently informed us that his hours of labor and recreation were spent. This is the age of machinery.

* * *

In Paris and other large cities of France female bootblacks are increasing in number. They wear a peculiar garb not unlike that of the Sisters of Mercy, which renders their appearance rather neat and attractive. Many of them attend to their work with gloved hands.

* * *

When once capital and labor come to a thorough understanding of each other, the mother wit of mankind will guide them both safely over the bouldered shoals of lockouts and strikes and place them on the smooth waters of peace and prosperity.—*United Labor Journal*.

* * *

The city council of Seraing, Belgium, appropriated \$1,000 to aid the striking miners in Marimont, where great destitution prevails. In America such doings would be called unconstitutional, and cancelled by the judiciary. But in Belgium, it seems, workmen are more respected.

* * *

The "professional labor agitator" is an ever fruitful theme with critics of the trades-union movement; but if you watch those critics long enough you will find that their animosity generally arises from a desire to skin the worker from some portion of the product of his toil.—*Exponent*, Chicago.

Five members of a striking labor union at Deming, Ark., were sentenced by Judge John H. Rogers on May 16th to imprisonment in the Fort Smith penitentiary for contempt of court. Judge Rogers had granted an injunction forbidding the strikers to interfere with the operation of the Deming mines.

* * *

The McClary Manufacturing Company, of London, Ont., had not only advanced a ten per cent. raise to the iron molders, but to every trade organized in their establishment. None of the unorganized trades, however, were granted an increase, which fact should cause a little reflection to the non-union element.

* * *

The Baltimore and Ohio is now using crude oil on its tracks, though not so extensively as lines which do not use crushed stone for ballast. There are many road crossings, stations, etc., where dust flies after the passage of fast trains, and these places are being heavily coated with oil. So far the results have been gratifying.

* * *

An electric process of pottery making, stated to have yielded remarkable results, has been developed by an English firm. The designs are produced by photography, and are burned in and covered with a special glaze in a special electric furnace, the perfect control of this form of furnace insuring a product of the highest excellence.—*Ex.*

* * *

The life of a labor editor has much shadow and little sunshine, much sorrow and little joy. If he favors the radicals, the conservatives will condemn him, and if he stands with the conservatives the radicals will condemn him. He is continually pounded on the back to make him go faster and hit in the face to make him go slower. Still there are some of us who find courage in adversity and when knocked down and disfigured by the element we serve, buckle on the armor again and go into the fight for humanity as if nothing had happened. If we were easily discouraged we would part company with the labor movement.—*Idaho Tribune*.

A good union man in the right place is a very good thing; one whose whole soul is devoted to the cause of labor, whose ambition is to see the cause of organized labor rise higher day by day; one who does not go around and brag what he has done for the cause and what he intends to do, but one who goes on day by day working for his interest slowly but surely, and never wishes for any credit, never asks for any, but knows that he is doing his duty to his fellow-workmen.

* * *

A new use has been found for the motor cab. A woman having broken her leg in the street, a motor cab and a doctor were telephoned for, and arrived simultaneously. The doctor brought an X-ray apparatus, and the cab brought the battery. The two being combined, an excellent skiagram of the lesion was obtained and suitable first aid rendered. The battery was then disconnected from the Roentgen tube, and by its means the cab took the woman to the hospital.—*Ex.*

* * *

Mr. W. J. Clarke has suggested a means of detecting the presence of a ship or an iceberg by wireless telegraphy. The apparatus which he proposes is so arranged that when two ships approach each other a large vibrating gong will ring in each, and the transmitter is so arranged that the signal would be operated at a distance of from one to ten miles. Mr. Clarke claims that if it were made compulsory that sea-going vessels should be so equipped with the necessary outfit, it could be carried out at a small cost.—*Journal of the Franklin Institute.*

* * *

Don't expect every one in this world to be your friend. There are persons who would sooner see you make a flat failure in life than to see you succeed. There are people whom you have put yourself to trouble and expense to serve, who would sooner speak evil of you than good. Merit is not always appreciated, even by one's kith and kin. Remember, that if you have burdens laid upon your shoulders, bear them patiently and in silence. The "approving conscience" at least will be an ever faithful friend, a monitor we can always afford to heed in sunshine and shadow.

The New York *Journal* is putting in six additional linotypes, making a total of 68 machines. This is the largest linotype plant in the world. The *Journal's* prosperity is due in a large measure to its fearless attitude on all public questions affecting the welfare of the people at large, and particularly its friendliness to and sympathy with organized labor.

* * *

A beneficiary society is being organized by employes of the New York, Ontario and Western Railroad Company, to be known as the O. & W. Cripples' Association, and to be composed of those still in the employment of the railroad who have been maimed in its service. Small dues are to be collected, and the funds which come into the treasury are to be used in supplying and repairing artificial limbs of the members.

* * *

It is surely bad judgment for union men to air little differences existing between brother unionists upon our streets for the edification of outside loungers, or to rush away to the daily press with matters which should be reserved for discussion in the union meetings. One of the most baneful influences against which organized labor has to contend is the inconsiderate actions of over-zealous members who never "stop to think."—*Midland Mechanic.*

* * *

Quite an extensive telegraph system exists in Japan, comprising a large number of small villages, many having but few inhabitants. The number of lines between the principal towns and villages has greatly increased during the past few years. Last year an important telegraphic event was the laying of the submarine cable between Japan and Formosa, a distance of 868 knots. This was laid by the Japanese cable steamer "Okinowa Maru." The cable has a seven strand copper core weighing 130 pounds per knot, and has a capacity of 400 "kana," or signals, per minute.

* * *

Three very similar railway projects are now claiming the attention of the engineering world. The trans-Siberian railway, across the backbone of Asia, will shorten enormously the time necessary in a trip

around the world. In Africa, Cecil Rhodes has an elaborate scheme for a railroad from Cairo to the Cape, and in this hemisphere the Intercontinental Railway Commission has just completed a seven-volume report on the surveys for a railroad which would make a through line from this country to Buenos Ayres. Three continents it is thus proposed to span with iron highways.

* * *

The politician is my shepherd; I shall not want any good thing during the campaign. He leadeth me in the saloon for my vote's sake; he filleth my pockets with good cigars; my glass of beer runneth over. He prepareth my ticket for me in the presence of my better judgment. Yes though I walk through the mud and rain to vote for him and shout myself hoarse, when he is elected straightway he forgetteth me; lo, when I meet him in his own office, he knoweth me not. Surely the wool has been pulled over mine eyes all the days of my life, and I will kick myself forever.—*Age of Reason.*

* * *

It is said that compressed air is about to be employed as a means of detecting any tampering with the walls or grate bars in jails. The bars of the cells, which are to be of hollow steel tubes and steel plates with an air space between, are to be placed about the walls of the vault and on the floor and ceiling. All the tubes and air spaces are in communication and filled with compressed air. In case a bar is cut in an attempt to escape, the reduction of the air pressure at once sounds an automatic alarm at the desired point. The locks on the doors are also protected, an alarm being given upon the opening of the lock.

* * *

Some very successful experiments have been made by Mr. Harry Price, of Brockley, England, in wireless telegraphy. The stations were the top of the tower of St. Mark's Church, Brockley, and the top of Aske's Boys' School at Telegraph Hill, Hatcham. Photographs were taken of the currents, showing the difference between the "dot and dash" system of the Morse alphabet by the large and small blurs on the photographic plate. The apparatus is called the Patchett-Price telephoto apparatus (wireless), and the experiments were made with

the ultimate view of photographing the message upon the sensitised film. It is stated that words at the rate of twenty-five per minute were telegraphed. The next experiment will be between the Crystal Palace and St. Peter's Church.—*Ex.*

* * *

During the continuance of the National Export Exposition in Philadelphia next Fall the City Hall will be brilliantly illuminated. This structure is the highest building in the world, towering 547 feet above the ground, and is also considered one of the handsomest buildings in the United States. At present there is a rim of lights around the base of the statue of William Penn, which surmounts the structure, and they can be seen at a distance of thirty miles. Before the exposition opens a ring of arc lights will be placed around the rim of Penn's hat, over 500 feet above the pavement, and long strings of incandescent lights will run from there to the roof of the building. Every cornice will be studded with lights, and all sides of the massive building will be emblazoned by beautiful designs in colored lights. It will be the most dazzling electric display ever attempted in this country.

* * *

The first railroad constructed in China was a narrow gauge line from Shanghai to Woosung, put down in 1876, and intended chiefly as an ocular demonstration to the Chinese. At the end of twelve months it was sold to a Chinese official, who straightway tore up the rails and deported them to Formosa. The single dummy engine of the line now reposes peacefully in the mud of some Formosan harbor, together with the wreck of the junk in which it was transported. During these twelve months of its existence the Shanghai-Woosung Railroad, with its single dummy engine and its train of small cars, which, by the way, were of the American pattern, carried 300,000 passengers. The Chinese came from far and wide to see and experiment with this new barbarian curiosity, and the people in the neighborhood soon finding it an institution of great practical utility, became regular patrons. The predicted uprising of the people against the construction of the road never materialized.

Electric light baths, or systematic exposures of the body to the rays of arc lamps, seem to have become an established therapeutic agent in Germany. Their principle is that of ordinary sun baths, but advantages are claimed in the facts that the electric light is at all times available, that it can be regulated, according to the strength of the patient and to the disease, that the action upon the heart is very slight, and that harmful bacteria in the body are destroyed rapidly. The baths are administered in a mirror-lined box, in which the disrobed patient is seated with his head projecting outside through a hole in the lid. The sensation experienced is an agreeable and gradually increasing heat, inducing the profuse sweating of the Turkish bath, and complete cure or material benefit is reported in rheumatism, gout, Bright's disease, asthma, chronic catarrhs, skin diseases, and nervousness.—*Ex.*

* * *

A meeting in Chicago, June 28th, of the general passenger agents of forty-four western lines, resulted in a material increase of incomes for ticket agents on these lines, after July 1st. It was unanimously agreed that on and after the above date, and until further notice, agents should receive liberal commissions for selling tickets over foreign or connecting lines. These commissions will run from twenty-five cents to four dollars per ticket, the average being about one dollar. Between 2,000 and 3,000 agents will be benefited by the action of the passenger

managers. Under the new agreement all roads will pay the same commissions. The lowest commission that will be paid will be twenty-five cents on tickets from the Missouri River to common points, averaging 200 miles west of there. The highest will be four dollars, on tickets reading from St. Louis, Cairo, Memphis and New Orleans to Pacific Coast points.

* * *

The signal department of the United States army has awarded a contract for three electric automobile telegraph and balloon wagons to be used by that department of the army. Two of the vehicles are to be designed for heavy work, and one for light work. They are to be used in connection with balloon work and experiments in wireless telegraph. The heavy wagons must be able to carry not less than 800 lbs., besides the driver, and must be capable of storing a sufficient charge of electricity to run twelve miles. These wagons are to be arranged for conversion into a signal crops station, with telegraph lines for use at military headquarters; and a switchboard will be provided by means of which the entire output of the battery at fifty-five volts may be available for general service. The light wagon must be able to carry at least four persons, and to run twelve miles on a single charge. The vehicles will be supplied with duplicate batteries, and so fitted that they can be drawn by horses. Each wagon, including the extra battery, will cost about \$3,300.



PERSONAL MENTION

BORN.—To Bro. and Mrs. A. Manseau at St. Cyrille, Quebec, a fine seven pound O. R. T. boy, July 1, 1899.

BORN.—To Bro. and Mrs. W. B. Preston, of East Chatham, N. Y., a fine eight pound O. R. T. girl, June 19th.

BORN.—To Bro. and Mrs. A. H. Frisinger, of Decatur, Ind., a fine eight pound O. R. T. girl, on June 29, 1899.

BORN.—To Bro. and Mrs. J. H. Dacres, of Vinton, Iowa, a ten pound O. R. T. girl, April 17, 1899. Bro. Dacres is dispensing cigars till yet on account of it.

BRO. T. M. PIERSON is again in O. R. T. harness. His many friends will be pleased to hear that he is again rustling in the interest of the Organization.

BORN.—To Bro. and Mrs. F. G. Whitlock, of Rockton, S. C., on June 21st, an eight pound O. R. T. boy. The mother and baby both doing well. Congratulations.

MARRIED.—Bro. James R. Dalton and Miss Estella P. White were united in marriage, Sunday, June 18, 1899, at Danville, Ind. Their many friends send congratulations.

BORN.—To Bro. and Mrs. H. W. Grassmyer, of Corona, N. Y., on June 8th a ten pound O. R. T. girl. The best wishes of Division No. 44 are extended to Bro. and Mrs. G.

WANTED.—The address of Ed. J. Bergman. Last heard of on the Northwestern in 1894. Any one knowing his whereabouts please notify me.

E. D. COLON,
Saginaw, Mich.

MARRIED.—Bro. Ed. L. Latta and Miss May J. Smith were united in marriage at the bride's home in Eureka, Kansas, Wednesday evening, June 21, 1899. Bro. Latta is now with Messrs Shepherd, Ballard and Kent, mining and stock brokers at Cripple Creek, Colo. The bride was one of Greenwood county's bells and has hosts of friends. Congratulations.

TO A CONSTANT READER.—The artist who drew the card party picture for the dog story in the May number is mistaken. Bro. Tanquary is not bald headed—as yet.

BRO. BERT JOHNSON, Local Chairman, M. P. System Division No. 31, Rich Hill, Mo., and Miss Nellie Embree a highly talented young lady of the same city were united in marriage, June 6th. Their many friends extend congratulations.

WANTED.—The present address of J. W. Ellsworth. Was master of transportation and superintendent of telegraph on Canada Southern in years 1873, 1874 and 1875; last heard of went west. Any one giving me his present address will confer a great favor.

A. K. GOWANLOCK,
Milburn, N. J.

DIED.—Bro. F. L. Burgess, of heart disease, February 5, 1899, at his home in Cedar Springs, Michigan. Bro. Burgess was an attached member of the Grand Division and up to a short time before his death was employed with the Northern Pacific Railway. His demise was unexpected, and was a sad blow to his mother and sister, who have the condolences of the fraternity.

DIED.—George Freeman, of tubular meningitis, June 20, 1899, in the hospital at Albuquerque, N. M. Bro. Freeman had been in the employ of the S. F. P. Ry., at Thoreau, N. M., and was well known to the telegraph fraternity, having hosts of friends and no enemies. His mother, who resides in Indianapolis, Ind., took a trip to New Mexico in June with the object of spending the summer with her son, reaching Thoreau on June 15th, just in time to comfort her boy in his last hours and bring his remains to Indianapolis for interment. The telegraphers of the S. F. P. and A. T. & S. F. Ry., at Albuquerque sent a magnificent floral design along with the remains. The heart-broken mother speaks in highest terms of the brothers who were so kind and attentive during her troubles.

MISCELLANY

Cumberland Meeting Reminiscences.

ALL HAIL the B. & O. R. R.! May it live long and prosper. And if the good wishes of hundreds of railroaders, who gathered at Cumberland on the 6th and 7th of June prove of value, that corporation will be blessed. So think a trio of Pennsylvania and Schuylkill Valley telegraphers who were enabled to avail themselves of a most enjoyable occasion pertaining to organization matters, and to behold many scenes of natural beauty among the Alleghenies.

There was a time (happily gone forever may we hope) when the B. & O. would not have attempted, or rather agreed to a conquest of "good will toward men," as on this occasion—a time when relations between officials and employes were such as where "love abided not" and when the thought of a common cause was nowhere visible. I say a common cause—the cause of successful railroading. Why many railroad officials fail to see the advantage to their corporation of good will and good treatment toward employes is a mystery. It must be from want of the understanding of human nature or else a callous determination to endeavor to compel a belief in the ordinary railroad man that he has no right to think for himself. Railroad men are human, nothing else, and frank appreciation of their worth will inevitably be met with a spirit of pride in their corporation and love and admiration for their superior officers. The result is good service and outspoken praises of the road they serve, which must necessarily add to the popularity and prestige of any railroad when it is known that life and property are in the keeping of trusted men; the road having such will get the traffic.

Just as good soldiers make great generals, so good railroaders make great officials, and where both "pull together" there evolves a great railroad.

Leaving Philadelphia at 8:35 p. m. we enjoyed a cool night ride until 5:40 a. m. when landed in Cumberland, which mountain town has added new laurels to her wreath from the great success attending the grand union meeting of the 6th and 7th of June. The "boys" came from all points of the compass until it was estimated that there were about two thousand in town. At Baltimore our train took on a gay crowd of "coal heavers" and "throttle jerkers," or, if you please, "heroes of the footboard" and "knights of the throttle," who proceeded to at once prove that when on the road, either occupying the upholstery or handling the oil can and shovel they were always wideawake. They also demonstrated the fact that they were brothers and gave us telegraphers the "glad hand" and telling us of points of interest on the "Picturesque Baltimore and Ohio." At Harper's Ferry we fully expected to receive a call from the ghost of John Brown, but were disappointed. Probably that historic shade had other engagements, possibly working the powers that be in the cause of federation.

To add to the zest of our journey we fell in with that champion of the operator, Jim Finnan, who did the duties of chairman of the meeting so smoothly, and incidentally displayed such gallantry to the lady attendants. It is to be hoped that none of the susceptible (and marketable) representatives of the gentler sex take Bro. Finnan seriously or there will be heartbreakings, for Jim is wedded to the O. R. T. and single-blessedness, and it will be a rare charmer indeed who shall beguile him from his idols.

B. & O. coal dust and the mists of the North Potomac Valley had left their marks almost indelibly, but having removed it to the best of our ability, and having satisfied the inner man, we went forth to "size up" the town, finding it interesting beyond all expectations. The industries are varied and prosperous, shops up-to-date, civic affairs

splendid, and the citizens composed of fair women and brave men, who are nothing if not hospitable. Of the later characteristic we cannot adequately express ourselves. We can only say it is of that sort that causes a pang at parting from such people, and leaves a glow of grateful remembrances within the heart that is lasting.

Cumberland is embedded among the beauties of the Alleghenies (the view from every hand being a delight to the eye), and has claims to enviable historical fame. On the site of old Fort Cumberland now stands one of Cumberland's principal churches. The fort was erected by Governor Dinwiddie in compliance with orders from the King of England, during the winter of 1754-55, and was named by General Braddock, commanding the expedition, for the Duke of Cumberland, then captain-general of the British army. Braddock arrived at Fort Cumberland May 10, 1775, and was received with a salute of seventeen guns. He moved to attack Fort Duquesne, June 10, 1775, fought the battle of Monongahela July 9th, and was mortally wounded after having four or five horses shot from under him. They buried him in the road, driving the army wagons over the grave to obliterate all traces of the same that the enemy might not find and disturb the body. This was distant about two miles from Fort Necessity, Fayette County, Pa. About the year 1824 workmen exhumed, while repairing the road, a skeleton believed to have been Braddock's from numerous insignia of rank found with it which were taken as souvenirs. In 1787 the town of Cumberland was incorporated by an act of the legislature. The first white child born there was Frederick Dent, the father of Mrs. U. S. Grant, who died at the White House in 1876, while Grant was president, at the age of eighty-nine.

In 1794 William MacMahon, the leading citizen of that section, entertained General Washington at his home in Cumberland on the occasion of Washington's inspection of the army during the whiskey insurrection. The entire population turned out to honor the great man.

In 1824, the B. & O. R. R. having been extended to Cumberland, the first locomotive made its appearance to the wondering people. One of our union meeting enter-

tainers vouched for it that in a race with a cow through a cut, the cow won out against the locomotive.

Early in the morning of the twenty-second of July, 1865, Lieutenant McNeill, of McNeill's Confederate Rangers, entered Cumberland and took from their beds Generals Crook and Kelly, commanding a Federal army of nine thousand men who were encamped in the town—one of the most daring feats of the war.

Coming down to modern history, Cumberland has taken rank as a railroad town, and as a town for railroaders to get a whole-souled reception in that is second to none. We can not but hope that we have not attended the last at that charming mountain city.

The Telegraphers were not as well represented as we hoped for, but they made quite a showing when grouped at the secret session, and made up in enthusiasm what they lacked in numbers. We want to express our gratitude to Wilson, of the O. R. C., who so vigorously advanced our cause, in his plea for federation. It is safe to say that could every non-O. R. T. man in the country hear him speak they would have fallen into line as fast as the process could be conducted.

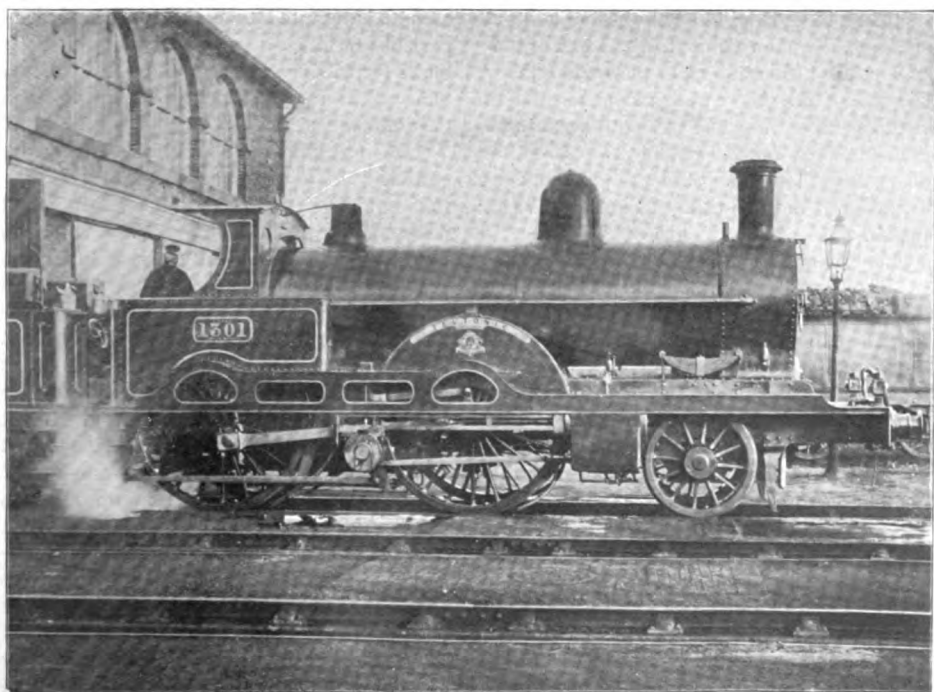
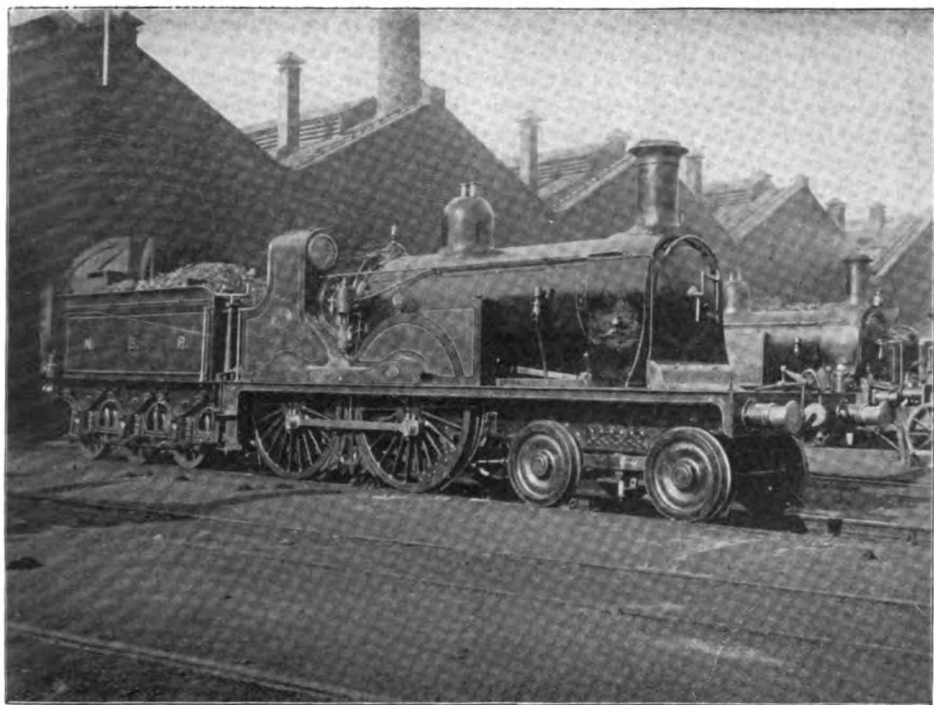
We noted among the "lightning slingers" present Bros. Berry and Brady, of Division No. 17; Bird, of 52; Hallum, Costello and Moore, of 12; Berger, Rankin and Richardson, of 4, and Frasher, of 58, who spoke for us.

To the Hon. William M. McKaig we are indebted for the historical sketches of Cumberland. It was his grandsire who entertained Washington in 1794, whose worthy descendant has won fame in his splendid aid in getting the Air Brake, Automatic Coupler and Uniform Car Bill passed, which was drawn by "Father" Coffin. May he and all the people of Cumberland live long and prosper.

THREE "O. R. T."

Samuel Gompers on the Future of Organized Labor.

THE average mortal knows nothing of the growth of the labor movement in the United States. It is only we who are watching it day by day who realize the marvelous strides it is making. Today we have nearly a million men under the ban-



TYPES OF ENGLISH LOCOMOTIVES.

ner of the American Federation of Labor, and by the opening of the twentieth century, only a year and a half, we will have two million wage-earners on our rolls. Then organized labor will be given its just dues, because the conditions of the country will depend on the way it swings.

People may think that in saying this I am too sanguine, but I know and am sure of my position. One of the principal missions of the Federation of Labor since its organization has been to show laboring men that independence lay in organization. This effort is now having a more telling effect than ever before, and all classes of labor are strengthening. Laboring men are breaking away from the domination of political parties, and they no longer heed the crack of the party bosses' whip. In another year and a half such men as Croker, Platt, Hanna, and others of like calibre, will have completely lost their power in so far as the laboring classes are concerned.

Those who predict a terrible and final struggle between capital and labor are wrong. The struggle between capital and labor is going on every day, and gradually labor is forging ahead toward equality and justice. There will be no terrible final struggle. The outcome will be when organized capital surrenders to organized labor because of its power and influence, and in steadily expanding and overcoming antagonisms labor is taking steps in this direction every day. It is a gradual evolution of conditions, but not one that will result in revolution.

The theory of the solution of strikes lies in the growth of organized labor. When labor reaches that point where it is able to demand absolute justice, strikes will be features of the past. Employers will then out of necessity have to respect their employees, and tender them fair and honorable treatment. Until labor arrives at that condition, contentions for justice will probably occur. I am not in favor of strikes where matters can be otherwise adjusted, but organized labor will not run away from such conflicts. The laboring men are entitled to fair treatment, and it is no more than right that they should insist upon it.

The thinkers of the world are beginning to appreciate what organized labor means, and it is time. In a short while the knowl-

edge will be forced upon them. They realize that the movement to reduce the hours of labor is not a shirking of toil, but a humane means by which the workers may find a road to enjoyment. The millions of hours of leisure time means millions of golden opportunities for lightening their burdens, of making their homes more cheerful and their hopes nobler and broader. When organized labor takes its rightful stand in this country, conditions will take a great stride toward the millenium and the world will be decidedly better.

American vs. English Railroads.

IT IS strange that two countries like Great Britain and the United States should get so far apart in the matter of railroad standards as they are. They have many different styles of coaches or passenger cars, but the pattern most commonly in use, with their rigid wheel base, lack of springs and light construction, do not compare favorably with the American idea of a railroad coach. When an Englishman takes a long trip in one of our well ballasted, smooth riding, handsomely equipped cars he is tempted to make invidious comparisons on his return that will eventually make for raising their standard up to ours.

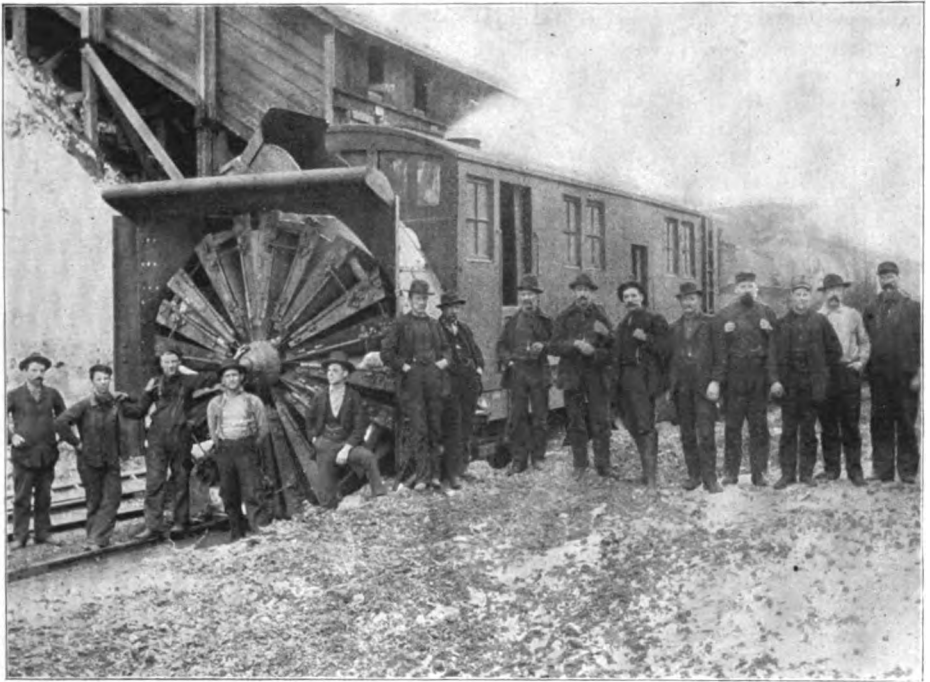
A writer in *Leslie's Weekly*, while upon this subject, says:

"In nothing has American inventive genius been more successful than in devising safe, swift and comfortable means of passenger transportation. The American traveling public has fully appreciated the ingenuity and the regard for the general convenience which characterize the methods and facilities of our great railroad systems. Tourists from abroad also have been quick to approve the superior accommodations for journeying afforded in this country. But it is none the less a pleasing surprise to find printed in a recent issue of London's most influential newspaper, the *London Times*, a frank and critical comparison of English and American railways which is very flattering—or, rather, which is simply just—to the latter. The main points dwelt upon in the article are speed and punctuality and it is shown that in these respects the better class of American railways have outstripped the foremost English lines.

But transit which is rapid lacks a very desirable something if it be not regular and uniform. The writer in the *Times* regards the almost absolute punctuality of these American trains as still more admirable than their bursts of speed. He states that want of punctuality is the weak point in the English railway service and he attributes the contrast to the good management of the American lines. He considers the attainment of punctuality a greater feat in America than it would be in England. There is, he states, as much traffic on American as on

tiality would naturally be expected, is a good offset to the complaints against the railroad service of this country which are common in certain quarters."

Mr. Richard Bell, General Secretary of the Amalgamated Society of Railway Servants, in his report upon the use of automatic couplers on railway equipment in the United States, after a personal inspection of of matters concerning railways and their employees, says some very commendatory things of the American equipment from a humane point of view.



ROTARY CREW, GREAT NORTHERN SWITCHBACK, WELLINGTON, WASH.

English lines, only it is handled more efficiently. England, he shows, has more lines of double track than the United States, and he cites the fact that the Pennsylvania limited from New York to Chicago runs for nearly 150 miles on a single track. Moreover, American trains, owing to level crossings and the fact that they run through the streets of important towns, are subject to more stops and slack than are the English trains.

This tribute to the American railways from a source so high, and one where par-

Under date London, England, June 12, 1899 he says:

"I am bound to admit that railways in America are in advance of English railways so far as their method of transit is concerned, *i. e.*, the locomotives and cars. Engines are far more powerful and the cars much larger, which is an important factor in relieving congested sidings, and I cannot help but feel that our English companies will have to adopt some similar system ere long, to cope with the ever-increasing traffic. The Americans are also far more ready to

adopt new inventions as they arise. Too much praise, perhaps, should not be given to the railway companies for adopting the automatic couplings, etc., but it must be given to the Government for passing the act compelling them to do so, and from the same act, the companies themselves are greatly benefitted, almost as much, if not more so, than the men.

"The ease with which the shunting is done, appeared to me very interesting, as a man could uncouple with one hand in his pocket and out of danger, instead of having to carry a six-foot pole about with him, and the coupling was done automatically as the cars got together. By this means, a shunter or guard would be saved from running about many miles in a shift of duty, and a considerable saving of time in coupling, when marshalling trains.

"American cars having no side-buffers, as our English stock has, is another source less from which accidents occur. Whatever kind of automatic coupling our English railway companies may choose to adopt is a matter of indifference to us, all we need concern ourselves about is that some kind shall be adopted, so as to prevent the accidents now occurring whilst men are engaged in shunting operations. At the same time, we are not without some consideration for the welfare of the companies, consistent with safety. I cannot avoid, therefore, expressing my opinion in favor of abolishing our side-buffers and adopting the American system, which in a few years would repay the companies for the expense incurred in transition. This would be the means of preventing the accidents to those eighteen killed and four hundred and eighty-one injured by coupling, twenty-seven killed and ninety-nine injured by being crushed between buffers, six killed and fifty-two injured whilst passing over or standing on buffers, and many other accidents indirectly due to the present method of coupling. It would also benefit the companies by accelerating the working of traffic, save a little in building new stock, and, if larger trucks were adopted, would relieve the congested sidings. Larger trucks would also benefit the private wagon owners, who at present oppose the adoption of safety appliances.

The American railway companies are be-

fore our companies in standardising. Things are more uniform than we find them here. At present, companies who have adopted brake levers on both sides of the wagons here have each a different kind, which, when going off their own lines on to others, where the men are accustomed to a different kind of brake, are a source of danger which, if standardisation was adopted, would be avoided.

Circus Train Hoodoo.

"WE WERE up against a queer kind of a hunch the other Friday night," said the fat engineer to a circle of his friends. "It was the night of the big circus in town and we had the job of towing the circus train over the division. When I met Murphy, my side partner, in the roundhouse that night, he said to me:

"Say, Bill, are you superstitious? Do you believe in signs?"

"Nary," I said 'not unless it's a restaurant sign or a sign for the pay car.'

"I've had all sorts of queer things happen to me today," he says. 'First off, I got up on the wrong side of the bed, and then I got my shirt on hind side foremost. I took it off and changed it, and my wife says that's the worst thing I could have done. She said if I wanted to break the hoodoo I should have left it on. But I didn't want to come down town looking like a ferryboat and having people ask me which way I was going. Then to keep the good work going I broke a looking glass this afternoon, and everything seems to have been going wrong all day. I've got a creepy feeling like I uster to have when I buried cats in a graveyard at midnight to kill warts. The folks wanted me to lay off this trip, but I thought it was all foolishness, so here I am.'

"Huh," I said, 'you didn't see a cross-eyed black cat with a crumpled tail or a fat nigger with white spots, did you?'

"No."

"Or dream your mother-in-law was dead?" He answered in the negative. 'Well,' I says, 'I guess we'll go through O. K. with nothing more serious than bustin' a water glass.'

"What train we going to catch out to-night?" he asked.

"Circus train," I answered, 'as that's about our turn out.'

"Gee whiz!" he said, 'I knew we'd be up against a hoodoo. That's the worst that could happen. Circus train and Friday night.'

"Oh, gowan," I broke in, 'maybe the number of our train orders will be thirteen and we'll have thirteen cars. You give me a pain in the neck with your hoodoos.'

"I wish you were a giraffe, so's you'd

engineers, with my hand on the throttle and my eye on the track, thinking of home and the old oaken bucket, I dropped into a doze.

"I was about half asleep when phut! phw-i-s-t! I heard something go and I brought up in the front of that cab and hit my head on the door frame. I shut her off and we stopped very sudden, just like we had broken in two or the train air hose had separated, setting the air brakes. The head brakeman came running up and says:

"Wot'l you think you doin'? Tryin' to play snap the whip?"



"SOMETHING THE MATTER WITH THE AIR."

have that pain good and hard,' was his rather unkind remark.

"My guess had been correct, and about 11:30 we got orders to proceed down to the yard for the circus train. We got down there all right and the show people were all ready to start. It was a good, heavy train for one engine, and I said to Murf, 'I'll take the creepy feeling out of you before we get very far with this train.' We got away, and after we'd passed out of the yards I commenced to swing 'em along pretty good. I felt a little drowsy, and like all good, trusty

"You tend to your biz and I'll look out for the locomotive," says I. The air pipe has busted somewhere near the engine; I heard her go.'

"This train's branded with a hoodoo," said Murf. 'I wish I had laid off tonight.'

"Yes, by thunder, I wish you had!" I thought. 'You make me feel like a walking dreambook.'

"The brakeman gave me a signal to go ahead.

"It's all right," he hollered; hose just parted between the fourth and fifth cars.'

"I tried the air, and as it worked all right in a minute we were off again and hitting it at a respectable clip.

"Wonder what made the hose part?" Murf hollered over to me.

"Dunno," I answered. "I suppose those darn nincompoops in the yard didn't have them connected good. They —"

"But my little speech was here interrupted by my head bringing up against the cab window again. Murf stuck his head clean through the glass on his side. The fire was flying from the set brakes like a Dewey celebration. I shut off steam, and we made another rough rider finish.

"Train pipe has parted again, and I guess the way we stirred things up this time must have made the fat lady glad that providence has been so good to her to give her a soft place to land on," says I.

"Murf's teeth were chattering, and he says: 'Bill, I never expect to get home alive again. There's a hoodoo on this train.'

"Better get your grub pail and lunch, so's you won't pull away hungry. It's more likely a hobo trying to get fresh cutting the train pipe," says I.

"This time the pipe had separated between two cars about twenty car lengths back from the engine. They soon had it connected again, and we were off once more. But we hadn't gone very many miles further when, kerslam bang! we brought up on all fours again. I was getting pretty mad now because I knew there was someone separating that train pipe which set the brakes and brought us up short. I determined not to budge out of that spot till we found out what it was. We had made such a sudden stop the last time that we routed out everybody and the side-show freaks were prancing around in the chill, early morning air without much clothes on. They presented an uncanny sight, and I didn't wonder at Murf's saying the train was hoodooed. The train hands and myself started to make a thorough inspection, and we had quite a few spectators from members of the circus who occupied three sleeping cars at the rear of the train. They would offer us suggestions now and then.

"This his a bloody, blooming, blarsted country," said the English ringmaster. "Hover in hold Hengland, we wouldn't 'arve seech

goin's hon as this. If the hair brakes won't work, why don't you use the 'arnd brakes?'

"Say, there was no ropes on yer stayin' in hold Hengland, was there?' says the head brakeman. 'If you don't like the way we do things, why don't yer go back? They probably have never heard of hair brakes over there.'

"All this while we had been looking the train over, and finally we reached the caboose without finding any defect in the air-brake hose. Every time the brakes had been set the pipe had been found uncoupled between two cars. Certainly that pipe didn't fall apart itself. We had about made up our minds to start and try once more, when one of the brakemen, who was about half way up the length of the train, yelled:

"Here it is, boys! It's a monkey, sure's I live. He's hiding here on one of the trucks of this car.'

"We all made a run for that car, and sure enough there was a monkey sitting on one of the rear trucks.

"How are you going to get him out of there?' asked the man who had made the discovery. He made a movement toward his monkeyship, and whist! the monkey went dancing along on the under braces of the car. We had the devil's own time getting that monkey. First he would appear in one place, and when his pursuers would get near he would disappear, and in a second show up some place else. He appeared to enjoy this game of hide and seek, but was rather coy of acting in front of the crowd. At last, by dint of much strategy and the use of a handfull of nuts, one of the animal keepers succeeded in corralling him on a brake beam, and it was all over. The flibustering monkey was placed in the car with the rest of his race and chained up for safety.

"In the hustle and bustle of loading the animals on the train he had got away and hid himself on one of the car trucks, and when the train started he meandered around. He probably uncoupled the train pipe the first time by accident, and seeing he had caused quite a hubbub, tried it over and over again with more satisfactory results. When we got going nicely again I yelled over to Murf and says:

"The next time you get your shirt on wrong you leave it that way, no matter if they take you for a fleet of ferryboats."—*New York Sun.*

How a Story is Written.

A writer in the Academy, who evidently belongs to the class of readers who insist upon remembering popular authors through the things which the authors themselves have forgotten, rather than those which have since made them popular, has recovered from his inconvenient memory the fact that once upon a time Anthony Hope began in a magazine, the name of which he omits to mention, a series of articles entitled *The Fly on the Wheel*, and that they came to an

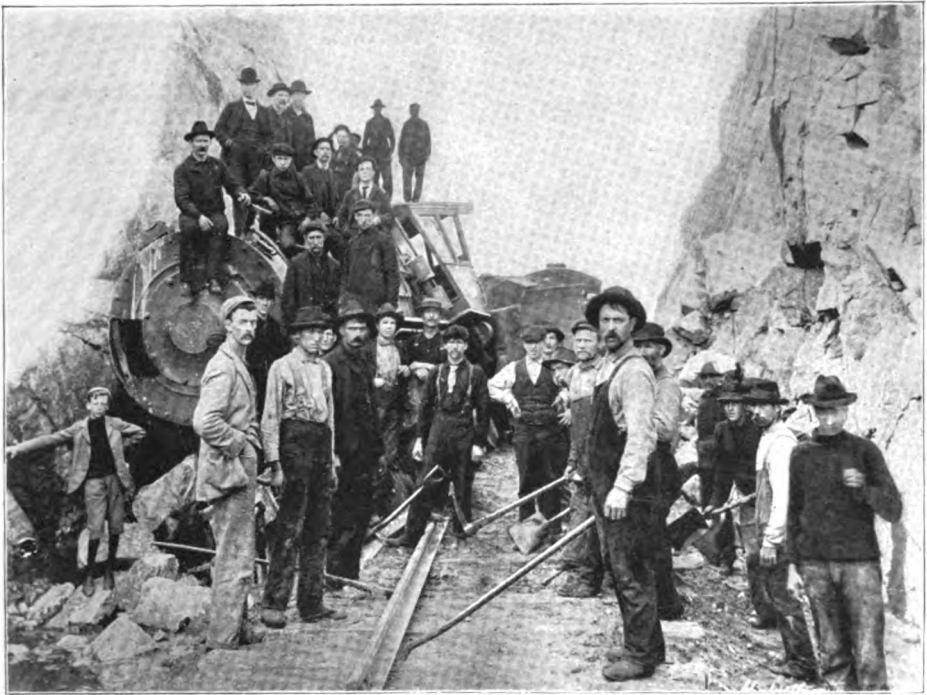
writers who are dubious of themselves and the work in hand. But here is the Fly's, or, rather, Mr. Hope's journalistic answer:

"Let us suppose I am bidden to write a short story. I arrive at my working den at about 9:45 and read my letters. The rest of the day is as follows:

10:00—Put on writing coat; find a hole in the elbow.

10:03—Light pipe and sit down in large arm chair by fire.

10:15—Who the deuce can write a story on a beastly day like this? (It was quite nice



WRECK ON WESTERN DIVISION, C. A. RAILWAY, SEPT. 2, 1898, CAUSED BY ROCK SLIDE.

untimely end, a circumstance which terminated Mr. Hope's connection with journalism. In one of these articles, this writer says, the question was asked by a woman, "Oh, Mr. Fly, how do you think of those lovely stories?" or by a man, "I say, Fly, old chap, how the deuce do you turn out all that stuff of yours?" which question was answered by a page from the *Fly Journal*, the genuineness of which will, we think, be acknowledged by the experience of most

weather, really—that's the artistic temperament.)

10:45—I must think about that confounded story; besides, I don't believe she meant anything after all.

11:15—I wish the ——— these ——— people hadn't asked me to write for their ——— paper!

11:45—Hullo! Will that do?

12:00—Hangit, that's no use!

12:30—I suppose if I happened to have a

head instead of a turnip I could write that story.

12:40—Yes! No! By Jove, yes! Where's that pen? Oh, where the ——? All right, here it is! Now, then. (Scribble.)

1:00—Lunch! Good; I believe it's going!

1:30—Now I'll just knock it off. (Scribble.)

2:15—Well, I don't quite see my way to ——. Oh, yes, I do! Good! That's not so bad.

3:00—One, two, three—300 words a page. Well, I've put that in in good time, anyhow! Where's that pipe?

3:15—I think I'll fetch 'em. Pitched in passion, by Jove!

3:40—Oh, say, look here! I've only got about 1,200 words and I want 2,000. What the deuce shall I do?

3:50—I must pad it, you know. She mustn't take him yet, that's all.

4:00—She can't take more than a page accepting the fool, though; it's absurd, you know!

4:15—Oh, confound it!

4:45—Now, let's see—two, four, six, seven. Good! I'm in the straight now!

5:00—Thank Heaven that's done! Now I suppose I must read the thing over. I know it's awful rot. Well, that's their lookout; they've bought it.

5:03—It's not so bad, though, after all.

5:11—I rather like that. I don't know, but it seems rather original.

5:15—H'm! I've read worse stories than this.

5:20—No, I'm hanged if I touch a word of it! It's not half bad.

5:25—Pretty smart ending!

5:30—Well, if there are a dozen men in England who can write a better story than that, I should like to see 'em, that's all.

5:35—Puff, puff, puff! Well, I shan't touch a pen again today."

Carnegie's Advice to Young Men.

AS ANDREW CARNEGIE is one of the most successful telegraphers that ever deserted the key for better business—and made it stick—the following lines of advice should have weight

with those who are hoping some day to go into business on their own account:

1. Never enter a bar-room, nor let the contents of a bar-room enter you.

2. Do not use tobacco.

3. Concentrate. Having entered upon a certain line of work, continue and combine upon that line.

4. Do not shirk; rather go beyond your task. Do not let any young man think he has performed his full duty when he has performed the work assigned him. A man will never rise if he acts thus. Promotion comes from exceptional work. A man must discover where his employers' interests lie, and push for these.

The young man who does this is the young man whom Capital wants for a partner and son-in-law. He is the young man who, by and by, reaches the head of the firm.

5. Save a little always. Whatever be your wages, lay by something from them.

6. Never speculate. Never buy stocks or grain on margin.

7. Never indorse. When you enter on business for yourself never indorse for others. It is dishonest. All your resources and all your credit are the sacred property of the men who have trusted you. If you wish to help another, give him all the cash you can spare; never indorse. It is dishonest.

THE GOAT'S DILEMMA.

BY A. F.

A red shirt hung upon the line,

A goat came 'long and thought 'twas fine;

He took a hold and chewed it down,

And swallowed it without a frown.

The man came forth with "hue and cry,"

He then declared the goat must die;

He threw him down upon his back,

And tied him to the railroad track.

He waited long to see the smoke,

And hear the engine's steady stroke;

And when he did he grinned and said:

"Mr. Goat, you'll soon be dead."

The train came on with deafening shriek,

Which made the goat feel pretty weak:

He gave one awful, mighty strain,

Threw up the shirt and flagged the train.

Memorial Day at Mauch Chunk, Pa.

SUNDAY, June, 11th, was observed as the Railroad Men's Memorial Day at Mauch Chunk, and the "heroes of peace" were fittingly remembered.

Sunday was a memorable day for Brotherhood men, says the *Mauch Chunk Coal Gazette*. It was a day set aside by the living in memory of the dead. It was observed reverently and devotedly and the silent homes of the Brotherhood dead were covered with flowers, laid there with loving tenderness. It was a touching ceremony throughout and all the men who participated feel the better for having set aside all their worldly cares for one day that they could honor their departed fellow-workman and visit his tomb to do his memory honor. No doubt it brought back many happy recollections, to the sturdy living, of those who are silently awaiting the trumpet call of the Angel Gabriel. And there is no doubt that these men, bound together by so many strong ties, must have realized that in days to come, when they pass the rubicon of life, they, too, will be honored similarly by the living. "It is touches of this kind that makes the whole world kin," and the spirits of their departed comrades must have smiled on their reverent actions from the Unknown beyond the grave.

At seven o'clock the members of the "Big Five" assembled at I. O. O. F. Hall and a short time later embarked on a special train for Tamaqua. On arrival there the Pennsylvania Cornet Band, of that town, headed the procession and the railroaders' ranks swelled into hundreds with citizens of all occupations. The streets were lined with people who presented their tokens of love and esteem by presenting innumerable floral offerings as the Brotherhood members marched to the I. O. O. F. cemetery. Services began with prayer by Rev. Kanute, and later, while the band played sacred pieces, the graves marked with the Brotherhood "B" were decorated with beautiful flowers. A similar proceeding occurred at the Catholic cemetery, where a delegation had been sent. The train returned here before noon, bearing with it many Tamaqua residents.

At one o'clock p. m. a meeting was held in the Opera House, and a half hour later the

different orders formed in line to parade to the different cemeteries. The route of parade was as follows: Down Broadway to East Mauch Chunk, up Center street to Fifth, out Fifth to Evergreen cemetery, in the following order: Chief of Police; chairmen of the five organizations, Bernard McGinley, James McNulty, Howard DeHart, Charles Brobst and Sherman Bobst; colors and bearer; Mauch Chunk Cornet Band, seventeen men; Order Railroad Telegraphers, fifteen men; Brotherhood of Locomotive Engineers, eighteen men; Brotherhood of Locomotive Firemen, twenty-four men; G. A. R. Drum Corps, ten men; Order Railway Conductors, twenty-one men; Tamaqua Cornet Band, thirty men; Brotherhood of Railroad Trainmen, ninety-four men; carriages with Grand Officers and disabled members.

At Evergreen cemetery Rev. Bachman recited prayer, and then followed decoration of the graves, while Mauch Chunk Band played sacred airs. A delegation was sent to the German Catholic cemetery, and there decorated their dead members' graves. After benediction the line reformed and paraded to the Immaculate Conception cemetery, where the following exercises took place: Prayer by Rev. M. A. Bunce, decoration of graves by members, sacred music by Tamaqua Band, address by Rev. M. A. Bunce. Reforming, the parade later arrived at Upper Mauch Chunk cemetery. After prayer by Rev. Smith, the Mauch Chunk Band played sacred music while flowers were strewn over the graves. The Brotherhood quartette sang several beautiful and appropriate selections. Benediction concluded the exercises.

All roads led to the Opera House in the evening, which early became packed to its utmost capacity with an immense throng of people. The majority comprised ladies, all of whom were attired in prettily colored dresses with hats also of variegated hues, all anxious to hear the exercises. At 7:30 o'clock Chairman James McNulty made this brief address of welcome:

"On behalf of the toiling millions of the earth, I welcome you to this meeting tonight pledged to the service of humanity, and once more assembled to pay a sad tribute to our departed brethren, and we mean to conflict with no legitimate enterprise, we mean to create a healthy public opinion on

the subject of labor. We will now proceed with our program."

E. M. Mulhearn, Esq., followed and made the principal speech of the evening. Following is a synopsis of what he said:

"We assemble again to pay our tribute of respect to the memory of the dead. This day belongs to the whole people. It is not restricted to race, nor is it limited to creed. The countrymen of William the III march beside the sons of the Good Queen and the children of this great Republic.

"Many of you here little dream of the hardships and pangs of death suffered by the railroad boys; you little know of what we term 'head-enders' or 'rear-enders;' the breaking of a wheel and the piling up of a train with some poor boy buried beneath the debris; the coupling of a car or the loss of a finger or hand. Since we last met here to pay respect to the dead and strew the graves of the dead boys we have lost—Weaver, McHale, Price, Yorheimer and others, while many have been injured, some seriously maimed for life." He told of the hardships and exposure to cold winter nights during long runs when the rest of the world sleeps, and the railroader must brave the elements and remain awake and all attentive to duty. Railroad men are reducing the dangers to a minimum by automatic car couplers, air brakes, better rolling stock and heavier rails; better grading and ballasting, and the semaphore block system. Since their introduction the accidents have been reduced one half and the railroaders number many thousands. A comparison was made showing the number killed and wounded in the Spanish-Hispanola war as with the number killed and injured on the railroads.

The insurance, which is a prominent feature of the organizations, was treated exhaustively. On the question of labor he said: "There is a feeling of unrest abroad. Discontent is increasing. The lines are becoming more marked, and if not checked it will be disastrous to the orders. It will not be a battle of the sects, but of order against anarchy—religion against infidelity. Capital and labor should be reasonable in treatment and demand. One is essential to the other. With the Brotherhoods this comes nearer the ideal than in any other manner."

His peroration was simply grand, and Mr.

Mulhearn was never more eloquent. He was warmly applauded.

Other addresses were made by James B. Finnan, representing the Order of Railroad Telegraphers; Fred Bertolette, Esq., and C. A. Wilson, Second Vice Grand Master of the B. of L. F. They all told of the inestimable good the Brotherhoods have and are doing in the interest of their homes, society and religion. The insurance features were highly commended. A pleasing part of the exercises was the solo by James Hoag and the singing of several selections by the quartette.

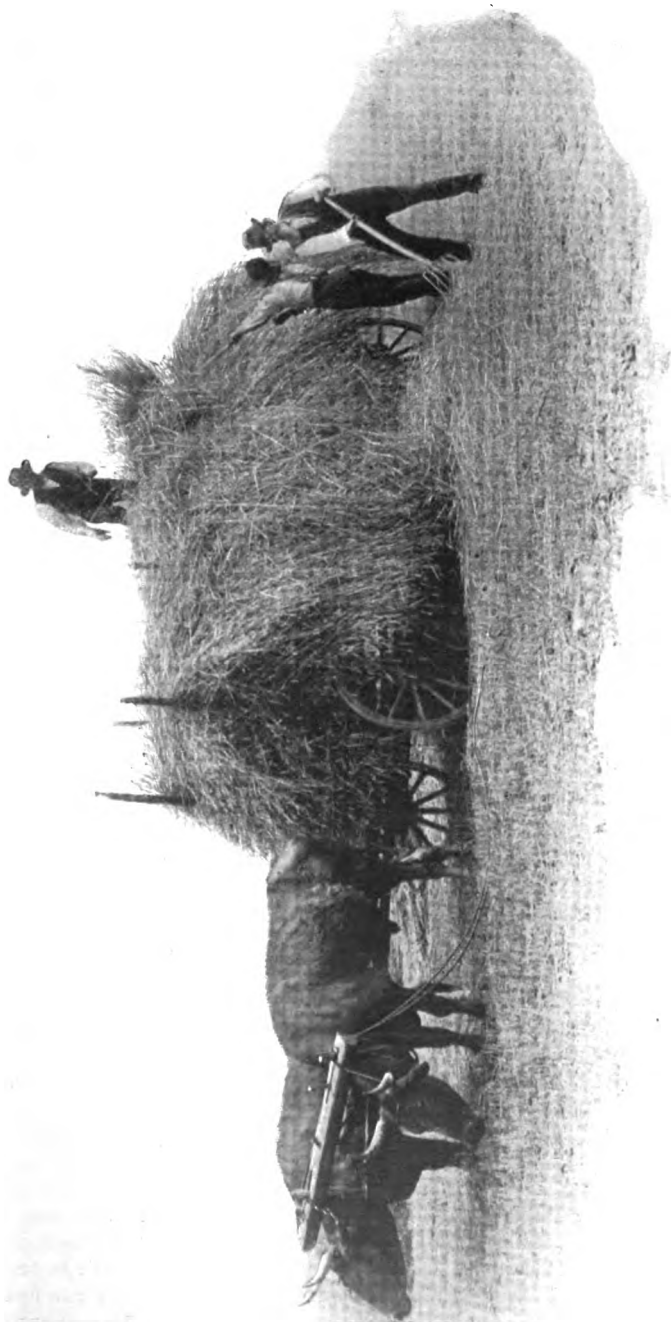
The end was reached and the audience sang the well known "parting song." The program as arranged for the entire day was carried out with much precision and reflects credit on the committee in charge. There were a great many railroaders present from Easton, Phillipsburg, Allentown, Bethlehem and adjacent towns. The committee tenders thanks to the public for gifts of flowers, also the officials of the C. R. R. of N. J. for their kindness in granting special trains.

The Telegraphers' Writing.

IT MUST have been the telegraph operator, says the *Kansas City Star*, who invented the vertical handwriting. It was the needs of the operator that caused him to abandon the old Spencerian style, beautiful in its shading and its grace, but wanting in the practicability of ease and speed. The style which has been found easiest by telegraphers is that now called vertical. It was invented and improved upon before the educators turned their attention to it.

It is a swinging style, apparently loose in its construction. The capital letters are disproportionate to the smaller ones. They are usually large and flourishing. Some of the letters are shortened, tortured into a small space, while others are given a peculiar exaggeration. Where there is an abbreviation in the message, a few letters often standing for three or more words, these must be written out in full, and so a rapid hand is necessary.

The peculiar thing about the telegraphers' handwriting is that every telegrapher writes alike. He may live in Canada or California, but his penmanship is like that



HAYING TIME IN GEORGIA. *Courtesy* — ATLANTA AND WEST POINT RAILROAD.

of the operator who lives in New Orleans or Minneapolis. Each man has found for himself the hand that is easiest, and it is the same as that of any other telegrapher. Imitation, it must be admitted, has helped to make the handwriting of all operators so much alike.

It is the handwriting of necessity. An operator who cannot keep up with the "sounder" will not keep his position long. He must write as the man at the other end of the wire dictates. If he "breaks" often his name will soon appear on the reports and a new man will be seen in the office. The form of the letters as they are written on the receiving blank bears a certain relation to the sounds as they come off the wire. A message that has been sent by a slow operator will be filled with flourishes. The man receiving it is moving his hand around and around, writing, perhaps, on the sender. He may be several words behind, but it is only for convenience. The result is a sweeping, confident style of handwriting, differing materially from that that has been taken with greater speed. There is no lost motion when a fast message is coming. Every letter is written swiftly, and though the words may be well formed, they are without flourish or anything of affectation. One may notice a cramped appearance about the two letters "n" and "m." The sounds for these are somewhat alike, and until it is finished the operator will be confused unless one or the other fits easily into the word he is writing. The sound is made faster also than the letter can be written. The letter is written quickly and is shortened as much as possible, yet not destroying its legibility. There are a thousand little characteristics of the operator about his handwriting that distinguishes it from any imitation.

Don't be a Knocker.

IF YOUR neighbor is prosperous, let him prosper. Don't grunt, growl or grumble. Say a good word for him and let it go at that. Don't be a knocker. Your turn will come. No one man is the whole show. If you see the town is moving along nicely, feel good about it. Help things along—shove a little; push. Try to get some of the benefit yourself. Don't stand around like a chilly old cadaver. Don't

waste your time feeling sore because some fellow has a little more sand and sense than you have. Do a little hustling yourself. Don't be a knocker.

If you can say a good word, say it like a prince. If you are full of bile and disposed to say something mean, keep your mouth shut. Don't be a knocker. No man ever made a dollar by knocking. No man ever got rich or happy minding everybody's business but his own. No man ever helped himself up permanently by knocking his neighbors down. Give up a kind word; give it liberally. It won't cost you a cent, and you may want one yourself some day. You may have thousands today and next year be without the price of a shave. So don't be a knocker. You can't afford it. It won't pay. There's nothing in it. If you want to throw something at somebody, throw cologne or roses—don't throw brickbats or mud! Don't be a knocker. If you must kick, go around behind the barn and take a good kick at yourself. For, if you feel that way, you're the man that needs kicking. But, whatever you do, don't be a knocker!—*The Pythian Voice.*

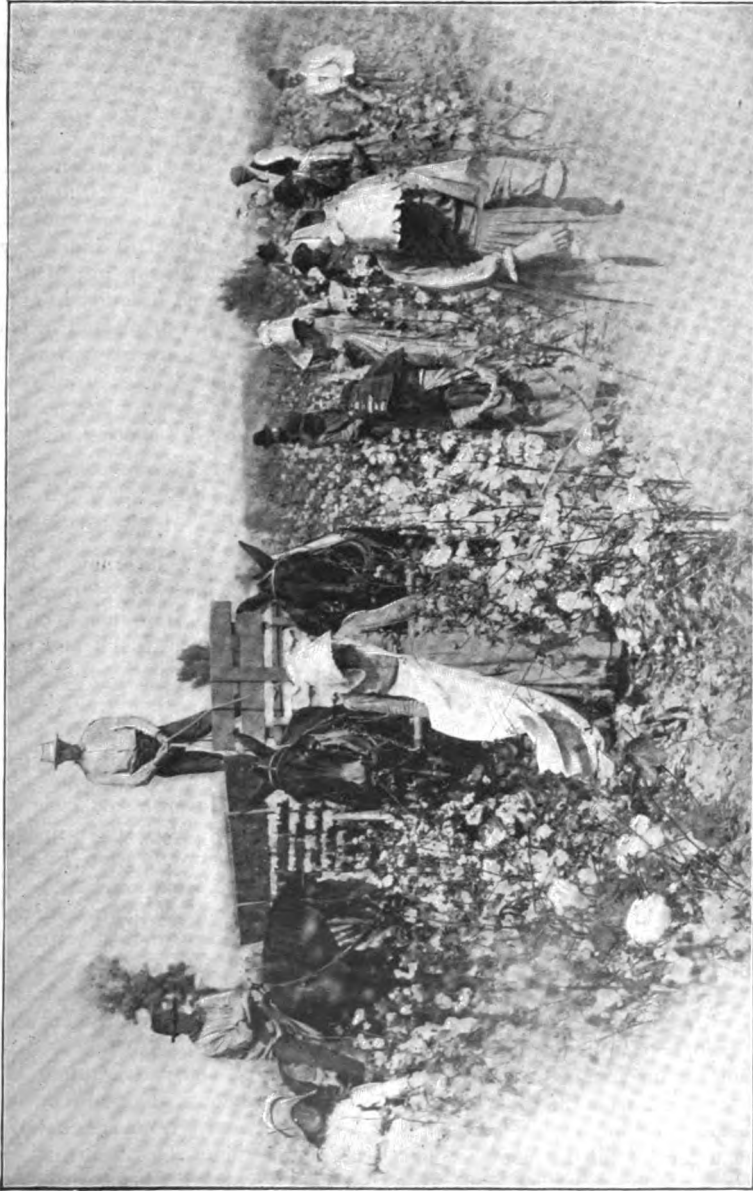
How the Wire is Made to Laugh or Frown.

TELEGRAPH operators, says the Portland, Me., *Express*, have been a fruitful subject for newspaper writers for a good many years, and they probably always will be, for something is happening all the time that has a touch of humor to it, and Maine operators have contributed their share to the fund of anecdotes. They tell of one of the star Bangor operators who created confusion in the newspaper offices a while ago. He was receiving the report for the morning dailies and hammering it out on his "mill," which is telegraphic lore for typewriter. He was very tired and sleepy that night, having had but little previous rest and so quite naturally fell asleep in the middle of a thrilling account of Spanish victories in Cuba. He slept about twenty minutes and waking suddenly went at his typewriter again and never realized that he had been asleep. This is very probable as every operator knows that so mechanically does an expert receive, it would take little short of an earthquake

to bring him out of it. Well, our Queen City telegrapher kept right on and put an account of a fire in Salem right on to the end of his war story. He declared that was the way the sending operator had trans-

tion of the strange mix-up in copy. There were two specials that the Bangor papers did not print the next morning for time was too short to fill in the lost report.

It is a well-known fact that young opera-



A GROUP OF COTTON PICKERS. Courtesy — ATLANTA AND WEST POINT RAILROAD.

mitted it and that he had not lost a word. If one of the other night operators had not seen him when he was asleep probably no one would ever have known the explana-

tors are inclined to be fresh. That is, they like to send very fast and rush the receiving operator. They always get over it in time, but for the first year they like to be

known as "hot stuff." Probably every operator in the Western Union office today has at some time or other in his career found that the operator at Sanford is unrushable, if the term may be allowed. Many a speedy sender has pounded sparks from the platinum points on the Rochester wire key in a vain endeavor to make Sanford cry enough, but the trick can't be done. He gave the thing away himself, however, by one day saying: "Wait a minute, my register has run down and the weight drags on the floor." Nobody has ever tried to "salt" Sanford since that time and that was a long while ago. The operator is a white-haired patriarch, and he was in the business before the present-day operators knew a sounder from a key. In those days operators did not receive by ear, so to speak, but by the old tape register which reeled off a strip of white paper with the Morse characters punched out on it. All the Sanford veteran has to do is to wind up his register and set it going, and then you can fire away at him as fast as you like. As long as the register doesn't break down the characters will be indicated on the slip of paper. He either considered that the Sanford telegraph business was too light for him to learn to read by sound, or else formed an attachment for the old register so he never changed his instrument. No one can send too fast for him at any rate.

There are very few of these old registers left and they are in the offices of old timers, who have spent lives in the service. There is an operator at Cornish, Me., who always says "good morning" at the end of every message he sends. Did you know how easy it is for an operator to express his mirth or disapproval on the wire? Why, I have seen one actually turn pale from rage so angry would he be with the man at the other end. Then, again, I have seen one convulsed with laughter way over in some corner of an operating-room, with nothing near him but his instrument and the funny jokes talking to him from the little sounder. Seems foolish to an outsider, doesn't it, to think of such things, but it's just as though the man at the other end were at his side telling him the yarn.

Now, for instance, if you wanted to just smile on the wire you might say "Hi." Then if you wanted to make it a little

broader and show your teeth a trifle you would remark "Hi, hi." Those might be termed snickers. For a laugh you'd say "Ha," or "Ha, ha," and you might make this more forcible by putting a little accent on the "a." Oh, it can be done just as easily as you could do it with your tongue and lips; in fact the expression an operator can put into his mirth or his "cuss" words as they go out over the wire is something wonderful. It's just the same as talking. Your hand instead of your tongue answers the dictates of your brain, that's all. If one operator should say "O!" and make the word slowly and evenly you would naturally infer that he meant to indicate surprise, but if he should snap out "Oh! oh! oh!" you would have no difficulty in understanding that he was displeased or disgusted with you. There are many very emphatic and expressive characters that can be sent over the wire at you, and a man generally has no trouble in making himself understood.

English Telephone Service.

THE British Government is about to take a long step forward in establishing a State telephone service in connection with the postal and postal telegraph services. A national system of telephones was instituted by that Government in 1895, but on a somewhat restricted scale. This is now to be comprehensively extended. According to recent London dispatches, details of a Government scheme for the expenditure of \$10,000,000 in developing telephonic communication in the United Kingdom have been presented to the House of Commons, and the plan was approved by that body. It is further stated that this step is welcomed as a death-blow to the private telephone company, which was left in the field by the Government's restricted establishment of 1895, which is hardly to be wondered at, since uncertainty as to what the Government would do prevented the private monopoly from adequately developing its system. Great Britain will now, accordingly, take its place with France, Germany, Belgium, Austria, Switzerland, Norway and Sweden among the States which in large part or entirely own and operate the telephone service within their borders.

Has Just Been Rewarded.

A CERTIFICATE of honor from the War Department has been awarded Mr. Frank Miller of Frederick Junction, Md., who has been in the employ of the Baltimore and Ohio Railroad for many years, says the Washington correspondent of the New York Sun. During the civil war Mr. Miller was a telegraph operator at Apple, W. Va., where the Thirty-ninth Illinois and Tenth Pennsylvania regiments were stationed. Gen. Lee and Col. Ashby made an attempt to capture these regiments, but were unsuccessful, they escaping to the Maryland side. Young Miller stayed by his post until Col. Osborne of the Union forces, told him that he must try to save himself, and then it was that Miller jumped into the Potomac and swam to the Maryland shore. The Confederates peppered away at him while he was making his swim for liberty and life, but he reached Maryland in safety, and remembering that the Government wire ran along the old national turnpike, he had two of the soldiers lift him up to the wire, which he cut and applied the magnet to it. Only a few moments were required for him to get into direct communication with the War Department through Mr. Thomas Eckert, now president of the Western Union Telegraph Co., but then at the Washington end. As soon as the War Department was acquainted with the fact, reinforcements were sent from Williamsport in time to prevent the capture. For his valor and ingenuity on the occasion the young telegraph operator was taken into the Government service, performing the duties of scouting operator.

A Foolish Fable.

TWO men once met. One said to the other: "Who are you?" The other replied: "I am a fool; I am called the 'Worker.' Tell me now who you are." "I am," replied the first, "a wise man. Men call me 'Master.'"

"What is your occupation?" asked the fool.

"My occupation is to teach such fools as you," was the reply.

"Will you teach me?" asked the fool.

"With pleasure," returned the wise man. "Come with me."

The fool went with the wise man, who led him to a pile of bricks and wood.

"Build me a grand palace and a little hut."

The fool built the grand palace and the little hut. When they were finished the wise man gave him a few coins, and said:

"I will live in the palace, for I have earned it by my brain work. You go and live in the hut; it is best for you; for, being a fool, you would not appreciate the display of art which is in the palace, and your hob-nailed boots would spoil the costly carpets; and as the hut belongs to me (you made it for me, you know), it is only fair that you should pay me rent for the right to live there."

The fool lived in the little hut and paid the rent, saying: "How wise is he! I would never have thought of building a hut for myself if he had not told me, and could not pay my rent, if he did not give me wages!"

The wise man put the fool to dig in a mine, saying:

"You dig down into the bowels of the earth and get coal, and after I have burned the coal, you can have the cinders to warm yourself by."

The fool bored down into the earth for coal, saying:

"This man is not only wise, but good; for he gives me the cinders, which he might have thrown away."

The wise man said to the fool: "I wish someone to dress me, cook for me, drive me about and such light things. Give me some of your children to be my servants."

The fool gave his children, saying to himself:

"That is good; he will teach them to be wise, as he does me; they will become gentlemen like him some day."

A few days later the wise man came to the fool and said: "Since taking your children to be my servants, my expenses have increased. You must take less wages that I may be able to pay your children proper wages."

The fool scratched his head for a moment, and then said: "Ay, yes; my children should be paid; I consent; I will live and let live."

The wise man said to the fool: "Build me two schools, one large and one small, that your children may be educated."

"Why," asked the fool, "must I build one large and the other small?"

The wise man replied: "My Children, being wise gentlemen, like myself, they will need a great education to cultivate their intellects in an appropriate manner; that is what the large school is for. Your children being the children of a fool, will have to work with their physical bodies like you, and therefore will not need their mental energies cultivated so much. The small school is for them."

"Now," said the wise man, "you cannot expect your children to be educated for nothing. You may pay a weekly wage, or, if you wish them to have free education, pay a tax."

The fool paid both the weekly wage and tax, to see which was best. Later on, he stopped paying the wage and paid a little extra tax.

One day the wise man went to the fool with a frown, and said: "You have been thinking!"

"I have," said the fool.

"I will not allow it," roared the wise man; "if you do it again, I will punish you."

"Ha!" cried the fool, throwing down his tools, "you have given yourself away. If you were as wise as you have pretended to be, you would have known that it was impossible for even a fool like me to abstain from thinking sometimes. I know you now. You are a fraud."

The next day the fool made a red flag, and then, arming himself, proclaimed a revolution.—*Ex.*

The Indian Signallers' Strike.

THERE has been a very serious strike on the G. I. P. Railway of India, says the *Railway Review* of London, which appears to have ended disastrously for the men. The signallers, station masters, and assistant station masters, weary of petitionings and prayers, decided to strike, and seem to have put their resolve into effect rather hastily. In order to defeat the strikers the Government has requisitioned the military, and used them to supply the place of the men out on strike. This action is rightly regarded as an invasion of the rights and liberties of the men, and may lead to future consequences of which the Govern-

ment did not dream. It is also said that great efforts have been made to enlist English railwaymen into the service, with a view to supplanting the Brahmins and others who have struck work. International blacklegging is no better than any other kind, and, we trust, members will be on their guard in this matter. The whole administration of railways in India just now is in a very bad state. Discontent is rife, tyranny is practiced to an alarming extent, and the reports we receive are far from encouraging. The present strike affords another proof of the failure of the sectional union. No grade can afford to stand alone. Had this agitation been carried on under the Amalgamated Society of Railway Servants of India it is doubtful if a strike would have been even thought of. A solid phalanx, composed of the various grades, is more powerful than a small skirmishing party of signallers, or even of enginemmen.

A Close Vote.

THE State of Michigan has narrowly escaped becoming a pioneer in the single tax movement. On the 8th the senate passed a bill, against only three dissenting votes, empowering municipalities to raise local revenues exclusively by the land value tax. It provided that municipal councils should, upon petition of twenty per cent. of the voters, submit to the people this proposition: "Shall the revenue for purely municipal purposes in this town be raised from a tax on land values exclusively?" An affirmative vote of the people in any municipality was by the bill to establish that method of taxation there. The bill went as far in the direction of the single tax as the constitution of Michigan permits, but as drawn it was pronounced constitutional by eminent lawyers connected with the state university. Having passed the senate, the bill went to the house, where it was finally considered on the 14th, and failed to pass by only one vote. It was defeated by a lobby of vacant land owners from Detroit. Among the advocates of the bill at committee hearing was Tom L. Johnson. Its sponsor was Senator Ward, of Ann Arbor; and Senator Helme, of Adrian, was one of its most active promoters.—*The Public.*

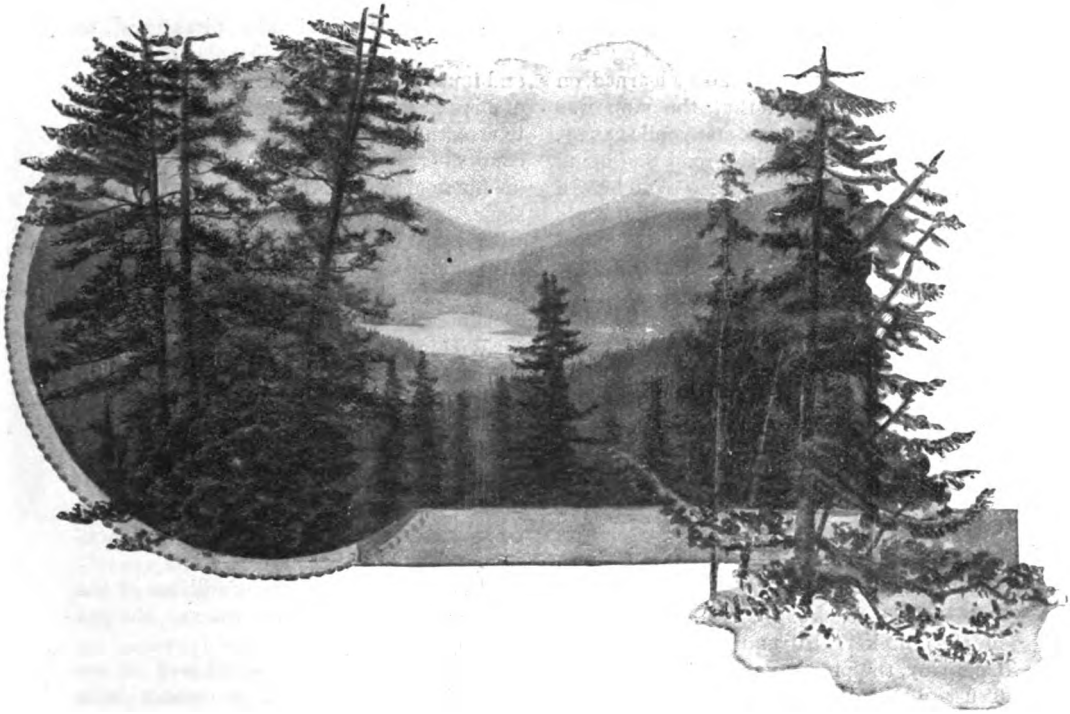
Every Wheel Stopped.

WHEN Robert Gillham, general manager and chief engineer of the Kansas City, Pittsburg and Gulf Railroad, died last May, the telegraphers lost a friend, and a telegram of condolence was wired from the Grand Division, then in session at Peoria, to his bereaved widow. When the funeral took place trains were stopped all over the system as a mark of respect. The *St. Louis Republic* says of it:

"Every train on the 1,182 miles of the

Gillham, general manager of the Port Arthur Route, of which the Pittsburg and Gulf Line is a part. Mr. Gillham died on Friday, May 19th, and the following day the directors of the road decided that no greater tribute to the worth of the man could be paid than by stopping traffic on the system during the time his funeral services were being said.

"A telegrapher was stationed near the former home of the railroad man, and placed in communication with the chief dispatcher's office. As the casket was carried from the Gillham residence the operator pressed



LOCK IVANHOE. *Courtesy* — COLORADO MIDLAND RY.

Kansas City, Pittsburg and Gulf Railway came to a stop, and for one hour not a wheel on the road turned. Pullman passengers and stock shippers alike were interrupted in their journey. Trains came to a standstill in Missouri and Arkansas, Iowa and Indian Territory, Kansas and Louisiana, on prairie and in city. It was the first time in the history of the railroad that travel stopped completely.

"The order that no wheel should turn for one hour was made out of respect to Robert

his key, and in an instant the order to stop all trains, from Omaha to Illinois and down to the Gulf of Mexico, was running through the wires. At little stations, in the woods, on the marshy flats about the gulf, among the hills of the Southwest, engines slowly came to a stop and waited for the signal which would say that the general manager of the road had been laid in his last resting place.

"Never before in the history of America's railroads has such a thing been done. Rail-

road men of greater prominence than Mr. Gillham have died, but the directors of the roads have simply passed resolutions and ordered the offices and stations draped. Such a thing as stopping every wheel on any road was never suggested.

"Yet no greater mark of the respect borne by the owners of the road for one of its officers could be made. The delay cost many thousands of dollars. But no one who was on one of the Pittsburg and Gulf road trains will ever fail to think of it when he hears that some magnate in the railway world is dead. He will immediately recall that day when, one Sunday afternoon, somewhere between Omaha and the Gulf of Mexico, the train on which he was traveling suddenly came to a standstill and he learned, on asking the conductor, that the stop was made because somewhere, many miles away, the general manager of the road was being taken to his last resting place. And he will tell that incident, and every man who hears the story will conclude that the owners of that line thought a great deal of that official."

Labor Troubles in Idaho.

AN ACUTE phase of the universal contention between employers and the employed has been reached in Idaho. The story of the latter is told in an appeal for aid for imprisoned workmen, dated at Butte, Montana, June 1, 1899, signed by the President of the Western Federation of Miners, and the President of the Western Labor Union. It reads as follows:

"At Wardner, on April 24th, the employees of the Bunker Hill and Sullivan Mining Company, the property of the Standard Oil Trust, demanded the prevailing wages of the district for underground men—\$3.50 per day.

"This demand was ignored by the manager, who refused to talk to the committee that waited upon him, further than to say that every man who took part in asking for the prevailing wages of the district would be discharged.

"For three years previous to the above date this company paid underground employees \$2.50 per day, which was \$1.00 per day less than paid in the district, and refused to employ union labor, and discharged every man who joined the union.

"During those three years the Company, with the assistance of the Governor, maintained two militia companies for the purpose of operating its property with non-union men, and at a less cost than other mines in the district.

"On April 29th the concentrator of this corporation, valued at \$52,000 by the manager of the Company before the Board of Equalization—but his newspaper valuation is \$300,000—was destroyed by an explosion.

"Three days afterward Governor Steunenberg complied with the request of the Standard Oil Trust, and declared martial law in the county.

"General Merriam was dispatched to Wardner in command of 800 colored soldiers, and immediately began to enforce the edict of his master, J. D. Rockefeller, and began to arrest members of organized labor in the county—among them the Sheriff and two members of the Board of County Commissioners, and threatened the county attorney with arrest if he attempted to offer a protest against the high-handed outrages of the lackies of the Standard Oil Company appointed by Governor Steunenberg.

"Within twenty-four hours after the troops arrived 700 men were arrested and placed in a barn unfit for habitation, and not allowed outside for thirty-six hours.

"This outrageous treatment was and is so severe that four deaths have occurred, and nearly all the prisoners are ill, and many more deaths will occur under such persecution.

"The food and sanitary conditions of the stockade are beyond description. No pen can picture them.

"The prisoners are not allowed to see their wives or children, or consult with counsel. They are not allowed outside the stockade for exercise or permitted to read a friendly paper. They are subject to the insults and slurs of every non-union man and enemy of organized labor who glories in their misery.

"Not satisfied with this system of persecution, the union halls were next attacked and broken open, furniture was destroyed, safes and books taken and held by the military authorities, for the purpose of securing evidence of a criminating nature. When the safe of Burke Miners' Union was opened it contained \$1,200, and, notwithstanding

the fact that many families needed assistance, the money was held by the military, and the helpless families of the prisoners left to starve or beg.

"Thinking this punishment too mild, the Democratic Governor (?) of Idaho, who never loses an opportunity to rejoice over his election on the Chicago platform, concluded that he must render efficient service for the blood-money of the Standard Oil Company, and issued the accompanying proclamation, which is the most outrageous document that ever was conceived by man. So vile and degrading are its contents that it would bring a blush of shame to the cheek of the Czar of Russia.

"It is the determination of Idaho's Democratic Governor, backed by Federal bayonets commanded by General Merriam, to crush organized labor in the Cœur d'Alenes, and thus establish a precedent that will forever benefit the Standard Oil Trust wherever it is operating in the United States.

"No union men are signing these disgraceful permits, and not even the worst physical wreck in the stockades would sign it, were it to insure him his liberty.

"We rejoice at this shining example of true manhood displayed in the face of death, suffering and persecution. While such true, noble men yet live there are bright hopes for the future of organized labor.

"The Standard Oil Company has retained the best legal talent in the land to convict every member of organized labor in Shoshone County, and destroy the various local unions.

"To offset this we must meet them with as good counsel, and insure these noble men an impartial trial.

"While they are held prisoners their families must be provided for, and in order to do this it will be necessary for all lovers of justice to aid them morally and financially.

"We earnestly appeal to organized labor everywhere to take up a subscription immediately, and raise a fund for the defense of those brave men incarcerated by the Standard Oil Company, and the maintenance of their families.

"If every member of organized labor will contribute one day's work to this fund, and get their friends to do likewise, we will be able to give those noble men and their families the protection they deserve.

"We earnestly hope that every local

organization will take immediate action. Delay is dangerous. Those brave men and good women are fighting our battle against greed, arrogance and oppression.

"Act quickly and show them that we will not desert them in their fight for organized labor and justice.

"Send all money to James Maher, Secretary-Treasurer of the Western Federation of Miners, Box 572, Butte, Montana, or M. J. Geiger, Secretary-Treasurer of the Western Labor Union, Box 690, Butte, Montana."

On May 8th martial law was declared, and the following proclamation was issued:

"To the Mine Owners of Shoshone County:

"Certain organizations or combinations existing in Shoshone County have shown themselves to be criminal in purpose inciting, and, as organizations, procuring property to be destroyed, and murders to be committed, by reason whereof it has been twice necessary to declare martial law in Shoshone County:

"You are therefore notified that the employment of men belonging to said or other criminal organizations during the continuance of martial law must cease. In case this direction is not observed your mines will be closed."

Therefore, in order to carry into effect the spirit of the foregoing notice, and restore the industries of the district as far as possible, it becomes necessary to establish a system by which miners who have not participated in the recent acts of violence, and who are law-abiding people may obtain work, and, that order and peace may be established, the following is promulgated for the guidance of all mine owners and employes in the affected district:

All parties applying for underground work in any of the following mines will be required to obtain from Dr. Hugh France, the duly appointed and authorized agent for the state of Idaho for this purpose, or his deputy, at Wardner or at Wallace, a permit authorizing said person to seek employment in any of the following mines: Bunker Hill and Sullivan, Last Chance, Empire State-Idaho Consolidated Tiger and Pooman, Hecla, Mammoth, Standard, Helena-Frisco, Gem, Morning, Hunter, and such others as may be hereafter included in the above list. Parties applying for such permits must be prepared: First, to deny all

participation in the riots of April 29, 1899, in Shoshone County, and, second, to deny or renounce membership in any society which has incited, encouraged or approved of said riots or other violation of public law.

Mine owners must refuse employment to all applicants for underground work who do not present a duly signed permit authorizing the same. Such permits will be deposited in mine owners' office subject to periodical inspection.

All parties now under employment by any of the mines above named will be required to procure, within ten days from this date, the permits above referred to as a condition to their remaining in the service of their respective companies.

By order of the Governor and Commander-in-Chief.

BARTLETT SINCLAIR,
State Auditor.

Examined and approved:

H. C. MERRIAM,
Brig. Gen. U. S. A.

This unwarranted action on the part of Gen. Merriam has called forth expressions of indignation from a great number of organizations, so much so, in fact that the war department has had to take notice of it, as the following telegram to the general testifies:

"You will instruct Major Smith, commanding at Wallace, that he is to use the United States troops to aid the state authorities simply to suppress rioting and to maintain peace and order.

"These were your original instructions. The army must have nothing to do with the enforcing of rules for the government of miners or miners' unions. That is a matter for the local authorities to deal with.

"R. A. ALGER,
"Secretary of War."

General Merriam has repeatedly denied over his own signature in public print that he was in any way responsible for the edict of the Idaho state authorities, and has insisted that he but acted "under authority" in all that he did.

A copy of the orders issued to him when he was instructed to proceed to Wardner, says that he was to use "discretionary power" in all that he did. It is charged by the labor interests of Idaho and of the entire

country that he indulged in the most wanton abuse of the power placed in his hands, and that he became a willing part of the scheme to use the destruction of the Wardner mills as an excuse for wiping out the organized labor of that section.

It is such arbitrary conduct on the part of those who are living at the expense of the nation that is likely to retard the educational progress that is now moving swiftly, and, as all thoughtful persons know, will prove the salvation of the wealth producers. The spirit of militarism must be quenched, if progress is to continue.

He had Right of Track.

AS RUDDERLESS derelicts drift to the Carribean Sea, so discharged railroad men make Mexico their rendezvous, and here in Guadalajara were four of us, tossed up from the railroads of the East and the West, playing the good American game of freeze-out while waiting for the "greaser" yard master to make up our train.

Here was Hamilton, the fireman, who swore that only good men were discharged, and Burke, who had attempted to show the dispatchers how to run a railroad, and then Eusey, one of the best engine runners in Mexico; we had never learned why he had come South. There were hints of the tele-scoping of an excursion train, and the disappearance of a much wanted Dutch engineer, but Eusey had kept silent until that night. Suddenly, at the last deal, he blurted out:

Boys, do you want to know why I am railroading here? said he with a humorous twinkle in his Dutch blue eyes.

The crowd assented, and Eusey told the following story:

You boys all remember how the Midland and the Oro Grande fought over Hayden's Pass: how first one and then the other gained the decision; finally they compromised, the Grande took the south slope and the Midland the north, but in many places where the pass narrowed both rights of way were blasted out of the same wall.

Particularly so at the crest of the divide; here for three miles the Grande ran above and parallel with the Midland. Then they separated, the Midland keeping straight up

the valley to Silver Nite, while the Grande swung to the north through Hayden's Tunnel, and tapped the South Park country.

There had been a wash-out up the road and an engine was ditched at Lost Cañon, that's thirty miles over the divide. The main line was blocked and the Coyote Express stalled, so they hurried me off with "702" to haul the remaining cars back to the siding, and then to double-head the express to Denver. I had right of track to the cañon and was running light, so we made good time.

Just before we reached the tunnel I told White, my fireman, to look out for cattle, I couldn't see much but wall on my side.

for a while why it was we had not been ditched, then I staggered to my feet. The cab was wrecked, the stack crushed like a silk hat after election, bell and sand-box gone, while the dome was stove and leaking.

I threw on the air, and when we stopped I jumped to the ground and looked her over. Although nothing was broken everything was scarred and scratched. She was a fit subject for the shops, and the way my head buzzed, I for the hospital.

I leaned against the splintered pilot and wondered what disease of the mind could produce a standard-gauged track when there should have been both standard and narrow, and why there were only three wires



CASCADE CANON. *Courtesy* —COLORADO MIDLAND RY.

Suddenly he let out a yell, dashed for the gangway, then jumped, and I afterwards learned that he rolled down to the Midland's road-bed.

I threw off the steam, then glanced out the cab. Just before the tunnel, washed out from a small draw, was a pile of sand covering the inner rail. Before I had time to reverse or follow White, the bogies lifted. I thought we turned over once, then there was a crash, and that's the last I remembered for some time.

When I recovered consciousness I was lying against the boiler, and I could feel that we were running like mad. I studied

when there should have been five, and who, or what had flattened out the scenery. The only familiar object was my engine; it loomed up like a friend in a strange land. So I climbed aboard, threw her open and we split the air once again. Every time I fed the fire I cursed White and hoped he was alive to flag the work-train. As for me and mine, we had simply scraped the tunnel while riding the dirt, that would account for some things, and my buzzing head and misty eyes would explain the rest. Duty lay before me, that was evident.

After falling like a shot in the valley, we rumbled over a strange river with three

times the speed that would bring a discharge; then plunged across a road and by a station with a red board out, and I wondered what freak of the imagination could produce a telegraph station between the divide and Lost Cañon.

Finally, after we had reached the level of the valley, I saw before me a heavy passenger train holding the main line. Just between us branched out a crooked spur running up the side of the mountain. I threw on all steam, leaned from the cab and wondered how it would feel to cut through that phantom train, and if I would hear the shrieks of her myth-like passengers.

I laughed as I heard her whistle, things were getting realistic now. Just as we were plunging together the white board at the switch flashed red and my engine swerved up the spur. The off wheels lifted then fell back with a clang and her drivers bit the rail as we mounted the grade. Finally we reached the top and my engine paused at the brink, she snorted like a frightened horse and then we went over and down a thirty-foot embankment.

They took me to Denver with skull fractured and leg broken. They dosed and doctored me, and then sent me on crutches and with skull trepanned to the superintendent's office. White was there all court plastered up, so was Durbin, our superintendent, and also Cavanaugh, president of the Midland.

He was saying just as I entered: "But, sir, you can't run engines wild on our line. That crazy fool nearly wrecked the Trans-Continental limited. Your broken engine may off-set any claim for damages, but what assurance have we that the exploit will not be repeated?"

"What have you got to say, Eusey?" said Durbin in a cutting tone of voice.

"I say nothing," says I; "but its a shame when a respectable engineer gets his head broken in a tunnel, and then to be called a fool because he obeyed orders, that's all."

"What did you see, White?" he asked.

"Well, sir. I seed a great deal that was peculiar. I had my eyes peeled for cattle as we rounded the curve, and there was a big pile of sand covering the inner rail. I jumped and then scrambled down to the Midland's road-bed while '702' climbed the sand, toppled over and then clanged down

onto the Midland's rails just as if she belonged there and kited off down the grade."

"You see, Eusey," said Cavanaugh, "that explains it, you jumped your track to land on ours. But—"

"That's a pretty yarn," I interrupted.

"But," he continued, "I can't see why it was you persisted in continuing your disastrous run. But for the safety switch the limited would have been wrecked. The only solution I can arrive at is a diseased condition of your brain."

"Diseased be *d*——*d*, I had right of track."

"You are very obtuse," he answered.

"But man, I had right of track," I insisted.

Durbin then snickered and said: "Why didn't you flag the work-train?"

"I left White to do that."

"You didn't stop at Led-Horse Station."

"There's no Led-Horse Station on our road."

"You tried to telescope the limited."

"I had right of track," I persisted.

Durbin grinned, turned to the table, wrote something on a slip of paper, sealed and addressed it. It read, "Right of track to Mexico," and I shook my fist at them as I left the office.

That, boys, is why I came to Mexico.

D. C. HENRY.

Cotopaxi, June 20, 1899.

Ruskin to Workingmen.

JOHN RUSKIN, in a series of lectures before the Working Men's Institute of Camberwell, England, delivered the following on the subject of "Work, Wise and Foolish; the Difference:"

"People, as a rule, only pay for being amused or being cheated, not for being served. Five thousand a year to your talker and a shilling a day to your fighter, digger and thinker, is the rule. None of the best head work in art, literature or science is ever paid for. How much do you think Homer got for his Iliad, or Dante for his Paradise? only bitter bread and salt, and going up and down other people's stairs. In science, the man who discovered the telescope, and first saw Heaven, was paid with a dungeon; the man who invented the microscope, and first saw earth, died of starvation, driven from his home.

"It is indeed very clear that God means all thoroughly good work and talk to be done for nothing. Baruch, the scribe, did not get a penny a line for writing Jeremiah's second roll for him, I fancy; and St. Stephen did not get a bishop's pay for that long sermon of his to the Pharisees; nothing but stones. For indeed that is the world-father's proper payment. So surely as any of the world's children work for the world's good, honestly, with head and heart and come to it, saying: 'Give us a little bread, just to keep the life in us,' the world father answers them: 'No, my children, not bread; a stone, if you like, or as many as you need

whatever work is done shall be fully paid for; and the man who does it paid for it, not somebody else; and that it shall be done in an orderly, soldierly, well guided, wholesome way, under good captains and lieutenants of labor; and that it shall have its appointed times of rest, and enough of them; and that in those times the play shall be wholesome play, not in the theatrical gardens, with tin flowers and gas sunshine, and girls dancing because of their misery; but in true gardens, with real flowers, and real sunshine, and children dancing because of their gladness, so that truly the streets shall be full (the 'streets,'



ELEVEN MILE CANON. *Courtesy* — COLORADO MIDLAND RY.

to keep you quiet.' But the hand-workers are not so ill off as all this comes to.

"The worst that can happen to you is to break stones; not to be broken by them. And for you there will come a time for better payment; some day, assuredly, more pence will be paid to Peter the fisherman, and fewer to Peter the pope; we shall pay people not quite so much for talking in Parliament and doing nothing, as for holding their tongues out of it and doing something; we shall pay our ploughman a little more, and our lawyers a little less, and so on. But, at least, we may even now take care that

mind you, not the gutters) of children playing in the midst thereof. We may take care that working men shall have at least as good books to read as anybody else, when they've time to read them; and as comfortable firesides to sit at as anybody else, when they've time to sit at them. This, I think, can be managed for you, my working friends, in the good time.

"I must go on, however, to our last head, concerning ourselves all, as workers. What is wise work, and what is foolish work? What's the difference between sense and nonsense, in daily occupation?

"Well, wise work is, briefly, work with God. Foolish work is work against God. And work done with God, which He will help, may be briefly described as 'putting in order'—that is, enforcing God's law of order, spiritual and material, over men and things. The first thing you have to do, essentially; the real 'good work' is, with respect to men, to enforce justice, and with respect to things, to enforce tidiness and fruitfulness. And against these two great human deeds, justice and order, there are perpetually two great demons contending—the devil of iniquity, or inequity, and the devil of disorder, or of death; for death is only consummation of disorder. You have to fight these two fiends daily. So far as you don't fight against the fiend of iniquity, you work for him. You 'work iniquity' and the judgment upon you, for all your 'Lord, Lord's,' will be 'Depart from me, ye that work iniquity.' And so far as you do not resist the fiend of disorder, you work disorder, and you yourself do the work of death, which is sin, and has for its wages death himself.

"Observe then, all wise work is mainly threefold in character. It is honest, useful and cheerful.

"It is honest. I hardly know anything more strange than that you recognize honesty in play, and you do not in work. In your lightest games, you have always someone to see what you call 'fair play.' In boxing, you must hit fair; in racing, start fair. Your English watchword is fair-play, your English hatred, foul-play. Did it ever strike you that you wanted another watchword also, fair-work, and another hatred also, foul-work? Your prize-fighter has some honor in him yet; and so have the men in the ring round him; they will judge him to lose the match, by foul hitting. But your prize-merchant gains his match by foul selling, and no one cries out against that. You drive a gambler out of the gambling room who loads dice, but you leave a tradesman in flourishing business, who loads scales. For observe all dishonest dealing is loading scales. What does it matter whether I get short weight, adulterate substance, or dishonest fabrics? The fault in the fabric is incomparably the worst of the two. Give me short measures of food, and I only lose by you; but give me adulterate

food, and I die by you. Here, then, is your chief duty, you workmen and tradesmen—to be true to yourselves, and to us who would help you. We can do nothing for you, nor you for yourselves, without honesty. Get that, you get all; without that, your suffrages, your reforms, your free trade measures, your institutions of science, are all in vain. It is useless to put your heads together, if you can't put your hearts together. Shoulder to shoulder, right hand to right hand, among yourselves, and no wrong hand to anybody else, and you'll win the world yet.

"Then, secondly, wise work is useful. No man minds, or ought to mind, its being hard, if only it comes to something; but when it is hard, and comes to nothing; when all our bees' business turns to spiders'; and for honey-comb we have only resultant cobweb, blown away by the next breeze—that is the cruel thing for the worker. Yet do we ever ask ourselves, personally, or even nationally, whether our work is coming to anything or not? We don't care to keep what has been nobly done; still less do we care to do nobly what others would keep; and, least of all, to make the work itself useful instead of deadly at the doer, so as to use his life indeed, but not to waste it. Of all wastes, the greatest waste that you can commit is the waste of labor. If you went down in the morning into your dairy, and you found that your youngest child had got down before you; and that he and the cat were at play together, and that he had poured out all the cream on the floor for the cat to lap up, you would scold the child, and be sorry the milk was wasted. But if, instead of wooden bowls with milk in them, there are golden bowls with human life in them, and instead of the cat to play with, the devil to play with, and you yourself the player; and instead of leaving that golden bowl to be broken by God at the Fountain, you break it in the dust yourself, and pour the human blood out on the ground for the fiend to lick up—that is no waste! What you perhaps think, 'to waste the labor of men is not to kill them.' It is not? I should like to know how you could kill them more utterly—kill them with second deaths, seventh deaths, hundredfold deaths? It is the slightest way of killing to stop a man's breath. Nay, the hunger and the cold, and the little whistling

bullets—our love-message between nation and nation—have brought pleasant messages from us to many a man before now; orders of sweet release, and leave at last to go where he will be most welcome and most happy. At the worst you do but shorten his life, you do not corrupt his life. But if you put him to base labor, if you bind his thoughts, if you blind his eyes, if you blunt his hopes, if you steal his joys, if you stunt his body, and blast his soul, and at last leave him not so much as to reap the poor fruit of his degradation, but gather that for yourself, and dismiss him to the grave, when you have done with him, having, so far as in you lay, made the walls of that grave everlasting: (though, indeed, I fancy the goodly bricks of some of our family vaults will hold closer in the resurrection day than the sod over the laborer's head), this you think is no waste, and no sin!"—*From the "Crown of Wild Olive."*

Enlightened Selfishness.

WORKING for the good of all to secure good for self. Doing by others as we would be done by.

Making others happy that we may be happy.

Wishing to save others from poverty and crime that we may be saved.

Hoping for good times for all that we may be benefited.

Willing to be just to others that we may receive justice.

Granting others privileges that we may be granted the same.

Sacrificing self that we may gain a larger, broader, nobler self.

Loving that we may be loved.

Praying and working for the Kingdom of Heaven on earth for all that we may enter therein.—*Humanity.*

Struck the Right Portland for Him.

THE other day Colonel Bleckley, the Missouri Pacific agent, here says the Wichita *Eagle*, received a letter from a gentleman residing at Portland, Ore., thanking him for a favor performed by Colonel Bleckley over ten years ago. The man's name is withheld. He had played

the Wichita boom. He had won. But it fascinated him and he knew he must get away with his money or he would not get away at all. So, under inspiration, he rushed into Colonel Bleckley's office one morning and said sharply:

"Give me a ticket to Portland."

Colonel Bleckley looked at him coolly, and asked:

"Maine or Oregon?"

"I don't give a darn which."

Colonel Bleckley reflected. His commission on a ticket to Portland, Ore., was \$2.50 more than his commission on a ticket to Portland, Me. He said to the man:

"I get more for a ticket to Portland, Ore., and I'll send you to Oregon."

"Go ahead," said the man.

So that man got away from the boom and went to Portland, Ore. Out there he went into business and now owns one of the big establishments of that city. He ascribes his lucky strike to Colonel Bleckley, and his recent letter was one of gratitude that he had not sent him to Portland, Me.

Then and Now.

JUST at this time, when efforts are being made to construct a railway between Manchester and Liverpool along which trains will travel at the rate of ninety miles an hour, the discovery of a resolution passed by the Bavarian Medical College in 1836 is opportune and interesting.

In that year the first railway in Germany was opened, and the Bavarian Medical College, taking alarm at the probable consequences of the introduction of the railway train to that country held a meeting whereat the following pronouncement was made:

"Conveyance by means of carriages propelled by steam ought to be prohibited in the interest of the public health, for the rapid motion cannot fail to create a disease of the brain among the passengers, which may be classed as a species of delirium furiosum. Even if travelers are prepared to run the risk the onlookers ought by all means to be protected.

"The mere sight of a passing train suffices to create the same cerebral disorder. This has been found out by experiment and by actual observation. Wherefore, the authorities should insist on having a pali-

sading of boards or of some similar material, at least five feet high, placed on each side of the permanent way."

It is needless to say that the Bavarian Legislature failed to act on the advice of its scientific advisers in this matter, and neither were the railroads forced to stop or compelled to put up the palisading.—*London Daily Mail*.

Harnessing a Shark.

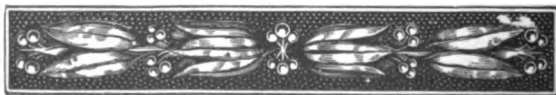
ON THE shallow lagoons of the outer Florida reef the bottom in ten feet of water is often pure white, so that dark objects resting upon it stand out with startling distinctness. One of the frequenters of the reef is a shark, known as the nurse, a huge fellow, nine or ten feet in length, who seeks the seclusion of the shallows and apparently goes to sleep. At least pretends to, as he is seen lying perfectly quiet for hours, often permitting a boat to sail over him. Naturally so sluggish a fish is easily captured, one would think. However true or untrue this supposition may prove, the following incident will serve to illustrate:

One day, after watching the sharks swimming around the lagoon and refusing to leave the white shallow bottom, it occurred to a party of boys that the nurse shark would make an admirable steed, and immediate plans were formulated to capture it.

The sharks were most plentiful near a long narrow island, and here the boys made their headquarters. Their mode of transportation was extremely primitive. The boat in which they crossed from the main island, where they lived, was the wooden casing of an arch some masons had been making, a boat-shaped affair, blunt at both ends. This had been calked and provided with row-locks, and in it the boys made frequent excursions. The plan was to sail the boat quietly over the sharks, then lower a large slip-noose down, and take one by the head.

The rope was thrown into the boat, and, all being ready, the boys strated on their expedition. They soon sighted a black spot, which told of the presence of the school of sharks, and a few moments later were quietly drifting over them. Not a word was spoken, and the greatest caution was observed as one of the boys held the boat in place while another lowered the noose. Unfortunately an oar dropped overboard, and with a whirl of their tails the big fish were off in every direction. In the excitement of the moment a third boy seized the spear and hurled it at a shark that was passing beneath the boat. The weapon took effect, and the next moment the line, which was fastened to the pole, stiffened out with a jerk, whirling the boat round and round, and throwing the boys down violently into the bottom. When they picked themselves up they found the flat bottomed boat dashing along at a rapid rate. They had secured a steed, though not in the manner anticipated. Up the reef the nurse swam, now pulling the boat dangerously near the reef and sending out a big wave on either side, then turning with a rush to avoid a coral bank that grew on the edge of the channel, and racing back to the starting point.

All this was very exciting. One boy held the line by bracing back; another took an oar and attempted to steer the craft in its wild race, while the other boy was merely an enthusiastic passenger. Suddenly the shark turned again, and the bow boy, rising to see what new direction it was taking, lost his balance and was jerked overboard. Before his companions realized fully the situation, he was being towed along on the surface by the demoralized shark. The reef boys were as much at home in the water as on land, so the unforeseen accident simply added to the sport. The remaining boys rowed across the lagoon, cutting off the shark, soon picking up their companion, who had pluckily held the line during the exciting tow. The shark soon became weary of dragging the boat, and was then run ashore.—*New York Current*.



Woman's World

From a Traveler.

IT IS with great pleasure I extend my hand to "Little Rhody" through THE TELEGRAPHER, and only wish I could grasp your hand personally and welcome you, as I did THE TELEGRAPHER yesterday, when it found its way down here in my little resting hamlet in Missouri, where I have been visiting my sister since leaving Newport, Vt. I am like the other sisters in regard to writing. I cannot express myself as to the lady operator's rights (not woman's rights), but like "Cert. 2945," in the June number, I positively believe we should have a special clause in the schedules as to no discrimination to lady operators. We stay by the Order and help to build it up. When I say this I am speaking from personal experience. I worked hard at times in the East, and failed once or twice, and I remember I was the only sister on our division of the Boston and Maine Railway; and when we did succeed, our Bluebeards tried to break its backbone while in its infancy, and discharged a few of us, myself being one of the first, for some trifling reason. I, myself, may never grasp a key again, but I am trying to speak in the interests of my sisters.

I will say that I believe there could be more sisters in the Order than there are, as I am under the impression that a great many should belong who do not and are still in actual employment. If this be true, wake up. Send in your application at once, and then come in line with our brothers and demand your rights.

My intentions are to stick by our noble work, no matter what I may do in the future. I intend going to Albuquerque, N. M., soon, for an indefinite visit, but I shall endeavor to let the sisters hear from me through these columns.

Let me say a word in praise of the Ladies' Auxiliary. They deserve great credit, and I

was pleased to see them so well represented at the convention, and am glad to see we have a correspondent in Mrs. Stone from my state, Vermont. I hope we shall hear from there often.

Thanks to "Echo," from Passumpsic Division. "RX" is still in the land of the living and having a pleasant time. I wish you would sign your names. There is not one of you who are ashamed to do so, and why a "nom de plume?" I want to know who I am talking to.

Good luck and prosperity to you all on Passumpsic Division. Enginemen, conductors and trainmen, I miss you all. The above address shall find me, and would be pleased to hear from any of you at anytime. With best regards.

Yours in S. O. and D.,
MINNIE H. RODEY.

"Goin' Gaddin'."

AFTER months of preparation and pleasurable anticipation, Nell and I at last took our vacation, and went all the way from Lake Michigan to the Rocky Mountains and back without a single mishap, and as we had a jolly good time, perhaps the other telegraphers who are not so fortunate as we, would like to hear tell about it.

For two live long years Nell and I had been working opposite one another, answering up, struggling for circuit and going through the daily grind of people whose mission in life seems to be to transmit and receive telegrams at so much per month. We had planned a trip for the merry month of June, and the itinerary was to last for full thirty days; just think of it, thirty days to get up in the morning when you felt like it, and after you are up, to do as you please without any regard to the clock, chief or check boy. No wonder that it put us both in a flutter to think of such a thing.

Well, the very evening that we bade adieu to our co-workers at the office found us comfortably ensconced in a Pullman, bound for Omaha and Denver via the Rock Island. After a pleasant night's rest, we woke up in what is to us a new country, the sun shone brightly, the air was brisk, and what a jolly time we had, eating breakfast while gliding smoothly over the rails and through the green corn fields of central Iowa; rushing through beautiful little villages, that in the early sunlight looked as if they had been polished up spick and span by the fairies during the night.

Noon time found us in Omaha, where we had time to dine and visit a few friends, who were exceedingly pleased to see us after they had made the usual inquiry, "what do you sime?" After making many pie-crust promises about extended visits on our return, we at last managed to get away and boarded our train with intentions set on Denver. I shall not attempt to describe my sensations when, next morning, the snow-capped crest of the Rockies appeared, and for the first time in my life I saw snow in sunny June. We again took breakfast on the train, but the thoughts of mountain climbing and western adventure came pretty near spoiling our appetites, although not to any very appreciable extent, as the ozone in the air induces what we afterwards learned is called a "comer," which means the more you eat the more you want.

About eleven o'clock in the morning we rolled into Denver. As we drove through the well-paved streets on our way to the Albany, and observed the evidences of wealth and refinement, I found myself wondering where I got my peculiar ideas in regard to western cities, and where does the "wild and woolly" part begin.

I have already spun this story out to such

a length that I shall have to reserve for a future time the narrative of our trip to Georgetown, Colorado Springs, Pikes Peak and far famed Cripple Creek, and what befell us there. Suffice it to say that we have both been down in a real gold mine and have some fine specimens to show for our foolhardiness.

We were treated royally by telegraphers wherever we made ourselves known, and now that we are both hard at work again it is safe to say that we will not soon forget our trip to the Rockies.

J. A. H. FOR "J. A." AND "N. U."

Sweetness of Manner.

"I cannot forbear pointing out to you, my dearest child," said a distinguished statesman to his daughter, "the great advantages that will result from a temperate conduct and sweetness of manner to all people on all occasions. Never forget that you are a woman. All your words and actions should make you gentle. I never heard your mother—your dear, good mother—say a harsh or hasty thing to any person in my life. Endeavor to imitate her. I am quick and hasty in my temper; but, my darling, it is a misfortune, which, not having been sufficiently restrained in my youth, has caused me more trouble to subdue than anything I ever undertook."

An old and good remedy for nervous headache, which is felt at the base of the brain, is camphor. It is most effective when applied to the part and rubbed for a few minutes.

Black silk may be freshened, it is said, by washing it in salted water. The salt is alleged to keep the silk from stiffening when it is ironed.



Poetical

FLORAL COURTSHIP.

BY MRS. E. W. FELIX.

Sweet William went to seek a wife
And sought a pansy bed.
That's pie for me observed the Iris,
And the poppies turned red.
Go way, the Pansy haughtily replied,
Your wife I canna be,
The Pansy be your bonnie bride,
So don't cypress me.

To the Water Lily he came
And swam around her feet,
You cauliflower by any name—
It smells like Marguerite.
Begonia said the Lily White
Aster my a loving you—
I had rather wed a fright
Than be your Lily true.

Wallflower he thought was his fate,
Wistaria he had grown—
But alas! he found a rosy mate,
From seed he had sown—
Old Carnation was the hymn
At the altar sung
When Forget Me tied the knot
That made him and Violet one.

THE WIRELESS TELEGRAPH.

They say the wireless telegraph,
The wise folk in their grating jargon,
Is half of Hertzian waves and half,
I think, of Roentgen rays or argon;
They talk to us of molecules,
Of currents, coils and oscillation.
And we might understand (poor fools!)
Could they explain their explanation.

The wireless telegraph they vow
The rarest use of nature's forces;
Their gods are all Marconis now,
And all their demigods are Moses,
And still its praises day by day
The press (that is, the wise folk) utters,
And in its figurative way,
"It takes the cake," the public mutters.

Yet we are not surprised, my own,
I cannot rouse us twain to wonder,
Too long have we been glad and prone
To use it when we are asunder.
If table, ball-room, stairs or street
Divide us, by the swans of Venus,
Fair wireless messages, my sweet,
Fast as Marconi's fly between us.

Oh, love, our wireless telegraph
(And what for lovers' use is fitter?)
Needs no machinery, no staff,
No batteries, bobbins, or transmitter,
When signals flash, love, from our eyes,
Swift, eloquent, yet unsuspected,
There should the wise folk recognize
The wireless telegraph perfected!
— *Pall Mall Gazette.*

THE SUPERINTENDENT WRITES A POEM.

[Assisted by the Train Dispatcher.]

The wind that shifts the fleecy drifts
In fantasies of white—
"Train forty-eight is nine hours late,
And won't be in till night."
Its touch awakes the plummy flakes—
An airy dance they tread—
"At Downer's Switch, Four's in the ditch,
And sixty-nine is dead."
So fair and cold, thy drifts unfold
The slumbering summer days—
"The Western Mail is off the rail
Five miles this side of Gray's."
On mountain brow, each snow-kissed bough,
Wrapped in soft wintry sleep—
"They've found train Ten at Arctic Glen,
In drifts nineteen feet deep."
Angel of snow, they little know,
Children of rose-lipped June—
"There's been no train from Ginger Plain
Since Thursday afternoon."
But thy stern brood, of rugged mood—
"The yards are blocked with freights;
It's awful luck, three trains are stuck
"Twixt here and Applegate's."
"There's a freight wreck at Little Neck,
At Summer Siding, too;
Express laid out at Running Trout;
What are we going to do?"

Poet gets mad, fires his black ink pen into the
red ink, and plunges the mucilage brush into the
black ink, tears up his manuscript, and indites a
black and white order to—

"Close all the shops till this thing stops;
Shut every round-house, too!
Call in again the section men;
Call in each working crew!
A card nailed o'er the office door,
To tell the passerby,
That we're snowed in—hip, neck and chin—
Till some time next July!"

—Robert J. Burdette, in the *Pathfinder*.

THE INDEPENDENT WORKMAN.

He's an "independent" workman,
 He toils from sun to sun,
 And he's perfectly contented;
 He labors just for fun.
 That pimple on his shoulders
 Must be devoid of brains,
 It's a wonder that he knows enough
 To come in when it rains.

He's very economical
 (It's compulsory, you know),
 He would not be a spendthrift,
 For anything! Oh, no!
 And when election day arrives
 He votes the boss to please;
 He'll never have the gout, you bet,
 He lives on bread and cheese.

His clothes are rather seedy,
 He has lost all manly pride,
 He dwells inside a hovel,
 But then he's satisfied.
 He never strikes nor grumbles,
 He's as happy as can be,
 For he knows he's "independent,"
 And it fills his soul with glee.

'Tis wasting time to argue
 With such a man as he,
 He clings to his opinions
 With strong persistency.
 But then it's almost certain
 The day will come to pass
 When the "independent" workman
 Will discover he's an ass.

—Thomas H. West.

EXPANSION.

Met a feller t'other mornin'
 Most amusin' sort o' cuss;
 Had a curus style about him —
 Cert'nly couldn't well be wuss.
 I says: "Where you hail f'm pardner?"
 An' he smiles in knowin' way,
 An' replies in foren lingo:
 "Porto Rico, U. S. A."

Seen a feller down on Broadway,
 With a chocken head o' hair,
 An' a lot o' tropic garments
 An' a most outlandish air;
 "Where's he frum?" a feller shouted,
 But before we'd time to say,
 This yere heathen turned and answered:
 "Honolulu, U. S. A."

Met a feller yere on Olive
 With a somber-e-ro on;
 Had a lot of shaggy whiskers,
 Nearly all his clothin' gone;
 Stopped and ast me fur a quarter,
 Says: "My home is fur away."
 "Where you frum?" The varmint answered:
 "Santiago, U. S. A."

Seen a feller at the Southern,
 With a heavy iron box;
 Overcoat was lined with bearskin;
 Wore a dozen pair o' sox.
 Sized him up to be a miner,
 Judgin' by his awkward way;
 Seen him write in big cha-rac-ters,
 "Dawson City, U. S. A."

Seen a saddle colored heathen,
 Wearin' earrings in his nose;
 Linen cuffs around his ankles;
 Most indecent lack o' clothes.
 "Where'd this heathen guy yere spring from?"
 I inquire in lofty way;
 An' he had the nerve to answer:
 "From Manila, U. S. A."

"Gee!" I says, "I never heard of
 These yere cannybuls before;
 Air these heathens yere all voters?
 Will we stan' fur any more?
 Next you know, you ask a feller
 Where he's frum, an' he will say:
 With a lordly kind o' flourish:
 'All Creation, U. S. A.'"

OPTIMIST AND PESSIMIST.

The optimist is jolly,
 And he's always feeling welly;
 From a famous fund of folly
 He draws funny jokes to tell.
 The pessimist is gloomy,
 And he's grumbling all the while;
 He wears an air that's tomboy,
 And he's never known to smile.

The optimist is happy,
 Never seems to have a care;
 His remarks are always snappy.
 And he's floating in the air.
 The pessimist is doleful,
 And he views the world with doubt;
 He has troubles by the bowful,
 And he always hands them out.

The optimist is cheery,
 Looks the future in the face;
 Never seems to have a fear he
 May be beaten in the race.
 The pessimist is groaning,
 Never sees the bright blue skies;
 Just devotes his time to moaning
 And formulating sighs.

L'ENVOI.

But the optimist will go
 To the theater and blow
 His last red cent for laughter
 When the
 Rent is
 Due!
 While the pessimist he stays
 Home from theaters and pays
 The bill the man comes after
 When the
 Rent is
 Due!

—Hobart, in *Baltimore Herald*.

FACE TIOUS

A Chance to Find Out.

"Pa, what's a rebuff?"

"You watch ma the next time I come home late for dinner and try to say something that will tickle her. Then you'll see what a rebuff is."—*New York World*.

As We Will Hear It.

Mrs. Ferson—They tell me that your friend Whirlar is quite a traveler.

Stayson—Nothing to speak of; never been out of the United States that I ever heard of; never went farther than the Philippines in all his life.—*Boston Transcript*.

No Go.

"No," said the editor, his brow puckering ominously, "I can make nothing out of this joke."

"Well, to be perfectly frank with you," returned the humorist, "I don't know that I can myself. You're the nineteenth editor I've tried it on."—*New York Journal*.

Naturally Enough.

"I gave that poor man one dollar a few days ago, and told him to come around and let me know how he got along."

"Oh, that was good of you! He was your bread cast upon the waters."

"I suppose he was. Anyhow, he came back 'soaked.'"—*Philadelphia Bulletin*.

Two of a Kind.

Conceited Youth—Oh, doctor, I have sent for you, certainly; still I must confess I have not the slightest faith in modern medical science.

Doctor—Oh, that doesn't matter in the least. You see, a donkey has no faith in the veterinary surgeon, and yet he cures him all the same.—*Tid-Bits*.

Unfortunate.

"Why does Bunts go around with his hair pulled down over his forehead and his shoulders all hunched up? It makes him look like a monkey."

"I know it. Some one who had a grudge against him once told him that he looked like Napoleon, and he believed it."—*Answers*.

Not His Fault.

"I don't know," said the doctor who was examining the applicant for insurance. "I'm afraid there may be trouble over your expansion. It isn't so great as it ought to be."

"Oh," replied the man, "if that's all, we can soon remedy it! I'll move out of my flat into a house where I may practice for a week or two and get back into my old form, if you say so."—*Chicago News*.

Occult Science.

"Do you believe in palmistry?" asked the young women. Col. Stilwell looked a trifle doubtful, and she explained: "Do you think that people's characters can be told by their hands?" "Sometimes," was the answer, with emphasis. "I remember a man who had all the aces in the pack four times in three-quarters of an hour. And the boys of that town wouldn't have let him play marbles in the school-yard."—*Washington Star*.

Made a Mistake.

It was the shank of the evening in Berlin. "Good evening, Herr Police Officer," said the citizen.

"Come with me," was the policeman's answer.

"Donner-wetter! Was ist lost?" asked the astonished citizen.

"You that it is evening assumed, have when the emperor not dined has yet already."—*Indianapolis Journal*.

A Cipher Without a Rim.

"Do you believe in the transmigration of souls?" asked her husband.

"I do," she replied firmly.

He laughed jeeringly.

"You do, do you?" he said. "I suppose you know all about it, eh? Maybe you'll tell me what I was before I took my present body and married you?"

"I don't know," she said, hesitatingly. "I don't know, but I think that you were the middle part of a doughnut."—*Chicago Tribune*.

Taking No Chances.

"There's something the matter with this bar," said the man who was learning to ride the bicycle to the dealer who had lately sold him the wheel. "It looks to me as if it might snap in two at any time."

"Oh, I think not," said the manufacturer's agent. "I think not, sir. At any rate, if it should break, we will, of course, provide you with a new one."

"And who do you think will come and get it?" demanded the beginner with considerable heat, "my heirs?"

Nothing Like Ventilation.

Two cyclists once put up for the night in a small country hotel. They had scarcely put the light out when they remembered that the window had not been opened, and one got up to attend to it. The room was very dark, and the matches were not at hand, but after some groping he found the closed pane.

"I can't move it," he said tugging to do so.

"You must!" came from the bed, "or we shall suffocate before morning."

The next instance there was a crash in the darkness.

"I've broken this wretched window," it was explained; "but, at least, I'll have air now!"

"Oh, yes," said the other, "that's ever so much better now. I could never go to sleep without proper ventilation!"

So they went contentedly to sleep.

In the morning the window was found tightly closed, but the glass door of a big bookcase which stood in a corner was shattered.—*Tit-Bits*

A Poser.

"Papa, you took the scientific course in college, didn't you?"

"Yes, dear, I spent two years on science."

"When you look in a mirror the left side of your face appears to be your right side, and the right side seems to be the left. The looking glass reverses it, doesn't it?"

"Yes."

"Then why doesn't it reverse the top and bottom of your face the same way?"

"Why—er—ah."—*Chicago Tribune*.

The "Hello" Girl.

"Yes," said Mr. Jones, when a certain girl's name had been mentioned, "I know her to speak to, but not by sight."

"You mean," cut in the prompt corrector, "you mean that you know her by sight, but not to speak to."

"Do I?" asked Mr. Jones, anxiously.

"Of course you do. You have seen her so often that you know who she is, but have never been introduced to her. Isn't that it?"

"No, that isn't it. I never saw her at all to know her, but I speak to her nearly every day."

"How can that be?"

"She is the telephone girl at Central."—*Harper's Bazaar*.

Her Mouse-Trap.

Prepared for an emergency is the phrase that seems to fit an elderly woman who, says the *Washington Post*, was going to the Virginia mountains, and had the drawing-room of a sleeping-car.

The porter was helping her to stow away her belongings. "Put that mouse-trap under the berth," she commanded, and her voice had the ring of one accustomed to command.

"You 'specting to catch anything?" grinned the porter.

"Expecting!" she snapped. "I've already caught two mice in sleeping-cars in the last eight years. I don't propose to be mutilated by the creatures while I sleep. Put that trap where I tell you, and mind your own business!"

Think of a defenseless woman daring enough to say "mind your own business" to a sleeping-car porter, and yet afraid of a mouse!

Our Correspondents

The Full Cycle of Life.

JOSE GROS.

WE HAVE read with considerable pleasure the May article "Cause and Effect." We wish our brethren, the telegraphers, would give us several articles each month on the broad subject of "Social Adjustments," on how to improve social conditions, we mean. They could do that without overlooking any of the items relating to higher wages, reduction of daily labor and easier life for all members of the association. The fact is that we have no right to expect any solid, permanent advantages to any class of men as long as we allow the life of the nation to be regulated by principles which are essentially as vile as those of the worst nations that once flourished and perished in the old continents of Asia and Africa. The only actual difference between our own processes of progress and those of ancient nations, is that the latter did not receive the sanction of the popular vote as ours do, and that is just what makes them more fatal, because it makes every voter the partner in the social crimes sanctioned by our own votes, votes which prove the boundless depth of ignorance of our own education, or how far wrong and idiotic our education is yet. Hence the need of our reformers in teaching men how to reason correctly. This necessitates great caution in expressing the ideas that we need to properly grasp in order to do our duty in the building of the new civilization that must come, if humanity is ever to be something sensible and worthy of respect.

The article we have mentioned is about right when it deprecates the old philosophy of reforming society by simply reforming the individual, but, is it correct when it says that if we only take care of society the individual shall take care of himself? The fact is that we have never even tried yet how to reform the individual. We have

simply told the individual: do your best to humbug as many other individuals as possible, only do that under the protection of human laws. There we have the essence of what we call progress in opposition to what we call absence of progress. In the latter, men humbug each other without the help of their own laws, while in the former, under progress, we humbug each other by means of our own laws. This last process must necessarily be the most fatal in the long run, because, can we conceive of anything worse than sin made legal and respectable by law, and the law made by all?

Go a little deeper, if you please, and notice that all our philosophies, religions, etc., as expounded by most of our self-appointed teachers, are based on the satanic conception that sin is what we must have in our own progress, that progress and sin can co-exist, can flourish together, provided we do something against evil without ever attempting to suppress evil. There you have the cause that lies hidden behind and beneath all social crimes as well as weak and lame individuals. Of course, that we have miserably failed in the development of human individualities. Don't you see that we have, as a matter of fact, sold men: You shall reach the climax of all possible goodness if you only sin behind human laws, even if that means, as it must mean, that you have no respect for God's laws, or don't consider them practical enough, or feel that God's laws are only intended as a mere ornament in the realm of thought? Yes, the bottom of our human philosophy and our human religions has been that God's laws were intended for life in Heaven, but not for life on earth.

It may not have been expressed as we do express it; but that is the under-hand conception that most of our teachers have carried on through all channels of human thought, thus poisoning the very fountains of that education which, instead of saving

the race from destruction, has constantly been carrying the race toward destruction.

That little word, *sin*, whether applied to our personal acts or to our collective ones in the shape of unjust laws, creating wretched social adjustments, that little word *sin* means always the same, viz.: how to humbug some of our brethren, how to obtain the wealth they may produce. You can then see that there is nothing mysterious about the existence of *sin*. It is simply a question of my wishing to get on top of somebody else, to receive more than I give, to get from others more than the others may get from me. How can that desire be suppressed as long as you tell men that it is indispensable to progress? Yet that is what we have been doing and saying all along, in forms more or less emphatic, through contrivances more or less open or hidden. And that is why, as soon as we give power to some men in the social fabric, they use it to devise sinful laws, and we all are perfectly willing to stand by them, anxious to see if our turn will come for us to get the best of somebody else. Hence the miserable struggle for existence, a struggle, not for social righteousness through righteous, honest laws, but for wealth and greater wealth than some of our brethren around, close by or far off.

It is pitiful to have to recognize that after forty centuries of post-diluvian progress, nineteen of them Christian, so-called, all our efforts in the development of the human individual have only brought up, with few exceptions, the individual human monkey, the polished, refined savage, respectfully bowing before the laws of men, but indifferent to the laws of God. We can only change that by telling men that they are, not only men, but social units, and as such they have, not only personal duties, but collective ones. By that we necessarily mean that we all need to develop the altruistic ego, and never the egotistic one, the one that is alone visible, right and left. The altruistic egos are yet so few, that you need a powerful telescope to see them, to distinguish them from among the masses of the other kind, most of them made so by the vile social conditions we create, the many with their inertia, the few with their selfish activity.

In a previous article we stated that the

race and the individual don't complete the cycle of life. Nor is that cycle completed by the mere addition of a God purely sentimental, with laws assumed to be only meant for the life beyond. That philosophy has totally failed; failed when proclaimed from heathen pulpits and schools; failed as long as Christian schools and pulpits have seen fit to imitate the heathen ones. What else remains for us to do?

We must complete the cycle of life by the full acceptance and recognition of a God of righteousness, not only in Heaven, but on earth; not only among angels, but among men. The full man on earth can realize God's ideals here below as well as the angel in the beyond. Perhaps no men shall ever be angels in Heaven who have not done their best to be full men on earth; and no man can ever be much of anything anywhere who has not stood, to the best of his ability, by honest laws, tooth and nail, in all social adjustment; in all the ramifications of national life.

Sui Generis Philosophers.

How delightfully hard some of us try to stand alone. We disregard all doctrines, deny all principles, and ignore all philosophy, and we try to build up for ourselves a kind of eclectic system which has no beginning, end, or sense. Philosophers there are who have really built up systems, although they have been erroneous and have never obtained. There was a method in their madness; but what method is there in the philosopher who delights in taking a little pinch of this and a little pinch of that pronouncing the rest unsavory and denying the wholesomeness of the thing in toto? Such philosophers believe themselves somehow or other inspired; specially chosen or called, like the prophets we read about, to believe in nothing or nobody but the communing of their own mind, imagining that it alone is the source from which comes all their ideals. They deny that they owe anything to ancestry. All that they are they have simply created, and produced by their own efforts. They owe nothing to the qualities, efforts, powers, or intelligence of their own direct line of ancestors, or the generations as a whole who have gone before. Of course evolution as a theory or fact to them is

nothing. The pigmies of Africa or Borneo and the highest of the civilized white race, to them have no significance. What these are today, they always have been and always will remain. The movement called civilization, to them is a farce. The savage who roams the forest in his ignorance enjoys just as much life as the civilized person of refined taste and culture. Bodily health and vigor to them, with a ravenous appetite, is everything and all that is required. Awakened intelligence, and the sense of enjoying works of art, fine clothing, fine furniture, palatial residences, fine churches and theaters, and all the ease and luxuries of civilized life are to them nothing, if not a positive detriment. They do not perceive that the enjoyment of life is the sole pleasure which is gotten from our environment by the degree of our intelligence. They do not understand that the more there is which enters into life the more enjoyment of life there is. Life to them is one thing and one alone. From their point of view the horse, the cow, the dog enjoy life just as fully as the human being. Senses and emotions count for nothing. Life is one mass — a breathing, living being.

It is true that the different forms of life or states of being do enjoy life just as fully as they are capable, barring the hindrances of circumstances and the limits of their environment. Men drink whiskey and use tobacco because they enjoy it, and for the same reason a hog wallows in the mud. But there are those who do not thus indulge and the growing sense of refinement and the accumulation of scientific knowledge tell us of a higher life, and more and more vulgar habits are relegated and eliminated from advancing civilization. I think that we all agree that animals having no sense of refinement, or ideas of convenience, enjoy life to the fullness of their capacity; they neither know, feel, nor think of anything else, for if they did they would strive for a higher ideal of living.

Every classification of the human race and every group of society does the same thing, with this difference: A human being is endowed with an intelligence which makes it a progressive factor in the art of living. But were it not that the individual enjoyed life to the full capacity, that is, permitted to do so, there would be discontentment, and such discontentment as would rend

society asunder. But the fullest capacity is never enjoyed by any group and perhaps by few individuals, if any. And discontentment there always is in every class or group, else there would be no progress. There is not — there probably never was — and indeed history demonstrates the fact that no group of human beings has been contented and forever remained in the same state and condition; and it is simply because of such facts that the theory and doctrine of evolution is established.

The rationalist is not an idiot, but looks at facts as they present themselves in the operation of natural law. He has ideals, not hobbies; he cares for his ideals, and like the fanatic he likes to see his ideals obtain. But he is not concerned like the fanatic about their obtaining who believes all persons to be wrong if they do not think and feel just as he. The rationalist understands that if his ideals are not accepted it is no fault of the ideal, but the fault of the race itself. The intelligence of those to whom he presents his ideals have not sufficiently awakened to comprehend his ideal. The rationalist is perfectly willing to have his ideals analyzed, criticised, and commented upon; and if, after they have been tried out by those who have the powers, abilities, education, and experience to do so, they point out to him defects, inconsistencies, and incongruities and show him where he is in error, he is ready to accept the verdict and make amends. More than that, he has the intelligence to see the points made and presented by his co-thinker and understand wherein is the cause for differences of opinion.

To be sure the rationalist acknowledges that each generation sits like a stupid Buddha upon the breast of its own aspirations, for who that has read history does not see and know it? The struggles of the human race have always been for more freedom and greater liberty both political and industrial, but their struggles have sometimes been in the wrong direction. They have fought themselves rather than their conditions. We need go no further back than the present time in the matter of labor organizations, employers, and the fight against trusts. The aspiration of every wage earner is for better pay and better conditions of labor, but like the stupid

images they refrain from organizing to meet economic conditions. It is the aspiration of every employer of labor to do business, to increase his sales and his profits, but they refrain from paying wages, developing home markets, casting their eyes on the Philippines and the other late Spanish possessions to sell to the savages who do not wear shirts or shoes and whom it will take generations to advance to a stage of civilized life equal to that of their own people now, when such market would not then be as valuable as the one at their very door. As for the trusts: Everyone wants cheap products—not shoddy stuff, but products at less cost. The wage-earner wants more pay, steady and permanent employment. Everyone wants to prosper and be happy in the enjoyment of all the advantages and conveniences of life, yet the trusts are berated to the utmost and legislated against in a vicious way. The people do not see that the trusts are but a larger organization of what has been going on for ages; they do not understand that the trusts are after nothing more than every business combination has been after since Adam—profits. The wage-earner cannot see that the greater the combination the greater the risk to capital and the greater pressure there is upon the concern to keep going at any price. They do not see that the trusts cannot long keep their profits, that capital is unmercifully destructive of its own opportunities, and that where one combination makes two dollars profit there will be a combination to take away one of those dollars. They cannot see that labor is growing more intelligent and better organized and that the growing profits and accumulations of the trusts are watched and the wage-earner becoming bolder in asking and pressing for a share in them. They do not see that the trusts dare not resist the demand, that it is cheaper for them to yield to such a demand than to have their works closed by a strike. They do not see what an immense advantage organized labor is against such organized capital, and that capital having more at stake than the laborer it must be the first to yield. They do not see that the economic process of trusts and labor saving machinery must and will be pursued for all time to come, at least so far as we are able to determine from what has been. On the

contrary, these aspiring generations who sit like a stupid Buddha see the accumulations of wealth; they see or imagine they see prices go up; they declare that capital has no master, that its iron grip is upon the throat of every individual. They see the trust pressing, squeezing, forcing; they see men thrown out of employment; they see labor saving machinery destroying the opportunities of employment; they see the poverty, misery, and distress of the people all about them. They see everything going wrong and do not look for what is going right. They cannot find expression worthy of the contempt they feel for the people whom they determine to be responsible for this state of affairs. Labor organizations are disreputable concerns; they do more harm than good. Trusts are mighty anachronisms to be destroyed. And so they rail and they howl and they print illustrated papers to influence the mind and yellow journals to excite the nerves, and they grind and they whip and they talk and they write until they get everything seething and foaming. Yes, the generations see the phenomena, but they fail to look for the real cause and effect. It is the occupation of some to look at things in a contrary light. By this they earn their living, but does that excuse them from being honest? There are honest, intelligent souls who desire to know the truth, but they get astray upon the highway and tumble about among the rocks and stones and briars and brambles, yet are always ready to inquire the right and gladly welcome the light when presented to them. Others there are who are intellectually benighted, either incapable from their very nature or else blinded by prejudice and ignorance so dense with which only the rocks of ages can be compared for durability. These types are what make the world and we must live with them in patient tolerance and wait until better types are born, or for the invention of some universal system of education perfect and complete in curriculum.

No, we should not find fault with the people because they are stupid. We should not carp about the backwardness of civilization and make dire predictions of great calamities. The world has seen enough of that. We have advanced far enough in civilization and science to prevent most of

the calamities of history; and as for prophesying, that was the idle pastime of superstitious ages of not so very long ago. The tearing down process of the *sui generis* philosopher is not absolutely essential, and certainly not in all cases. Indeed, it is not the process which succeeds in sociology. The harder we try to destroy social fabric the less likely we are to profit. Revolution means to drive the rascals out and put other rascals in. Society was never reformed by cutting the heads off all the bad people, so-called. The war of the roses in England did not succeed. The reign of terror in France did not accomplish its purpose. As fast as they killed and imprisoned there were more to do likewise with. Extermination has been resorted to more than once. Take the great struggle of the reformation and all its concomitants. England cut off the head of her king; France did the same; but there have always been kings.

The best way to reform society is to use the material at hand. Utilize the intelligence within our grasp, inducing it to expand. You cannot get blood from a stone, neither can you get greater results from a human being than his intelligence will give. Some have an idea that all minds are alike and it is only a matter of degree and mode of education. But in that they deceive themselves. There are intellects which can not penetrate far enough into the future to make provisions for the morrow, and there are those which cannot see beyond the immediate result of an act. And yet there are those who mourn for the "countless millions" who are compelled to struggle through life because they are not endowed with intelligence enough to do otherwise. Such creatures only need to be helped to help themselves; or one other way, make them beggars and paupers by giving them help—gifts, alms. Of course there are any number of people who are capable of penetration and only need an opportunity to prove their powers and abilities, but they lack those opportunities; an immense detriment in the way of individual progress. But who is to blame for that? Not society, for it cannot be expected to make opportunities; besides that would be a mighty big and difficult undertaking and decidedly uneconomical. Not labor organizations, for it is their function to help the individual to

help himself. Not corporations and trusts, they are organized to serve the demands and needs of society. If any blame is to be placed it is upon the individual, for corporations, trusts, labor organizations and all businesses are opportunity creators in the economy of human society. If we make a crooked path straight; if we endeavor to right all wrongs we see in a thing; if we help the individual to help himself, we do all and everything which can be done, and all that is necessary to be done for the sake of humanity and progress. The carpenter who wants to tear down and root up are not the people who make headway. As the skillful surgeon removes the afflicted part in the human body, giving life and health, no more can we do for society. There is another power running this great big world of ours besides that of human ingenuity, or depravity as some delight to think, and that is natural law. Take it in whatever department you please, call it what you will, you can never get away from the fact that everything is governed by law, and to be successful means to know and apply the law.

The *sui generis* philosophers talk glibly about God. In speaking about God they mean nature's laws. They have discarded the old theological God and they have not advanced far enough to be atheists. The God they talk about is the same God from everlasting to everlasting. The God which the Buddhist worships in his temple, the Mohammedan in his mosque, the Christian in his church; the same God in every zone, and from pole to pole. The only difference is that each has a different conception and each a different definition. You may describe God as you will, you may define Him as your education has taught you that you must, still He is God. He has no chosen people. He has no chosen place of residence or operation on this sphere, and all you see and know of Him is that which is revealed in nature's pulse; the rest is from imagination. God favors no one or no thing. Each and all and everything is subject to nature's laws, and when you know those laws you will know all that ever will be known.

S. W. HILLER.

From Illinois.

There is an old adage that says I think "Man's greatest enemy is man," and a more

trite and truthful thing could not have been said, if, instead of man we place the words "telegraph operator," and say "the telegraph operator's greatest enemy is the telegraph operator." During my service with various railroad companies since the Spring of 1890, I have witnessed the same thing over and over again, and it has been not only my greatest sorrow, but, also the hardest thing that those that have the good of the Order at heart have to contend with, namely this aforesaid statement that operators are so unjust, so unthinking in their dealings with members of the same profession as themselves.

How often both you and I have heard members of the Order say not only unkind things of those who have the misfortune to be out of our ranks, but even of fellow members of the Order. Things that have not the shadow of truth in them, and which, if true, it would be the best for all to have nothing said about them. In our sister Orders it seems to be the endeavor amongst the members to speak and do all they can for one another, following out the words spoken long ago, but the echo of which still rings down the ages, love one another.

You may think brother members of the O. R. T. that this old world has outgrown the sentiment that is proclaimed by these few words, but take my word for it that wherever you can find these same words at all lived up to, there you will find that man is progressing as only it was intended that man should progress.

If it is impossible to say a good word of a brother, please don't think it is necessary to say something bad about him. Never, fellow-laborers in this world of trials, add by the least jot, by unkind words, to the troubles of a member of the same Order; aye, and let me go further than that and say a member of the same profession as that to which you belong yourself.

It may be because our Order is composed for the most part of the young of both sexes that we are more careless in our dealings with fellow-members of the same profession as that to which we belong, but when we stop to consider, this is really a very poor excuse to make. Youth is no excuse for rash words, and still less for rash anger; you would, perhaps, be surprised to know how many men have been kept out of

the ranks of our Order by some unheeding word spoken in haste, and how hard it is to try to persuade one of these to forget, and forgive. It sometimes takes years just to overcome the effect of the few words that were uttered in a few seconds.

What I would like to impress on all of us is the duty of being kind to one another, not only in theory, but in every day life. It is not only a Biblical truth, but, also good every-day common sense, for one to do unto others as he would have them do unto him. Let us try to bring the golden rule down to our every-day life as telegraph operators; and I am sure there will be not only a large increase in the number of our members, but, also a decided higher tone in our dealings with our fellow-members.

E. R. MacKENZIE

Licensed Telegraphers.

In reading the several articles published recently on the question of licensing operators, the more I read the more I am convinced that this would prove a blessing to the railroad operator of today. The stationary engineer has been taken as a type by many. The license adds considerable dignity to his position, both when considered officially and socially, besides securing for his employer immunity from the poorer classes of labor.

The drug store of today is not considered as a first class institution unless it employs a registered pharmacist. The pilot working in our deep water harbors procures his license before he is allowed to direct the course of one of those "mighty monsters of the deep," as does the captain before taking charge of her. True, there are a great many other occupations wherein the license might be used to equally as good an advantage as in ours, but why need we be among the last in adopting anything which we shall have deemed to be to our benefit.

A great many of our brethren are still troubled with the student question. Stop and think; if an operator must be up to the standard of competence before taking a position, what effect will it have on the festive student, who takes charge of an office while barely able to distinguish whether "DS" is calling him, or whether someone else is calling "DS," and afterward

qualifies himself therefor at the expense of his employer and his fellow workmen, in the meantime doing all in his power to encourage other students.

I think that my brothers and sisters will agree with me when I say that the only way for the Order to cope successfully with the various railroad companies is, not to force concessions from them, but rather to lead them to see that they are receiving their return, in a better quality of work and competent and reliable service, dollar for dollar, for every grant allowed our noble Order. Let us raise the standard of the telegrapher, show our employers the advisability of employing the fully competent and experienced operator for \$60 per month, over that of taking "any old kind" and often incompetent help at \$35 and \$40.

It seems to me that it should be a good thing for all concerned. For the operator in making for him a standard and protecting him against incompetent labor; for the general public in making for it a greater safety in travel, and for the railroad companies in providing them with a more skillful class of telegraphers, which would prove a drawing card in other ways than with the traveling public, and a saving in property which is frequently destroyed by means of wrecks, etc., for which the operator is often considered, in a measure at least, responsible.

I would be glad to see this question fully discussed through the columns of THE TELEGRAPHER, and if this is the proper step for us to take, let us take it as soon as it shall be so decided. "Be sure that you are right, and then go ahead," as the old maxim teaches us. Brothers and sisters, bring out your arguments, more especially in the negative.

GRAND DIVISION CERT. No. 2537.

Government Ownership.

Editor Telegrapher:—

Referring to Bro. Rinaldo's (Cert. 1, Div. 21) letter in the June TELEGRAPHER, he says the 145,000 Brotherhood men receive an annual salary or income of \$10,000,000, and spend \$4,000,000 for the necessities of life, etc. According to the above figures, each man would receive a salary of sixty-nine dollars per year, and I fail to see how they can live and put any money away out of that

enormous salary. Ten millions of dollars sounds big, but when you come to divide this amount into 145,000 piles, each pile is very small.

He also says that if the members of the five great orders put into a common fund ten dollars per month, they could own and control every inch of railway in the United States in less than twenty-five years.

I think the little piece headed, "A Meddler Taken Down," on page 501 of the June TELEGRAPHER, comes in very appropriately right here, and I might also ask Bro. Rinaldo where his railroad is that he purchased with his savings of the last twenty-five years, or how much stock he has in the Western Union Telegraph Company? But that is neither here nor there, and cuts no figure one way or the other so far as government ownership of railroads and telegraphs is concerned.

While his letter reads nice, he advances no real argument against government ownership, except that because the railroads are valued at one and one-half billions of dollars, the law-makers of this commonwealth would not consent to have the United States assume this enormous debt, etc. As the majority of our present law-makers are wealthy men, and are directly interested in the railroads, I have not the least doubt but what they will do all in their power to keep Uncle Sam from getting control of their railroads; but when Uncle Sam gets good and ready to take them under his wing their objections will probably amount to about as much as the objections of the slave-owners of the South did when President Lincoln issued his famous Emancipation Proclamation.

Bro. M. N. Butler, on page 505 of the June TELEGRAPHER, gives us a few facts and figures that show how desirable, from our point of view, government ownership would be, and answers Bro. Rinaldo's letter much better than I can.

If all railroad employes are satisfied with their present low wages and long hours of labor, then we have no use for government ownership; but if we all desire shorter hours and better wages, with a chance of doing away with Sunday work, then we do want government ownership.

The reason that some of the railroads are not paying dividends is because they have

too much watered stock, and too many high-salaried officers to pay. With government ownership there would be no watered stock and very few high-salaried railroad officials, if any, and the roads would not only pay dividends, but would reduce our hours of labor to eight hours per day, thereby giving employment to at least thirty-three per cent. more men and at higher salaries than we now receive. As the railroads would then be operated for the benefit of the people at large, the same as the Postal Department now is, and not for the sake of profit, as they are today, the fares for passengers and freight would be reduced to the lowest figure, and better accommodations would be given the public at all times.

As telegraphers, we can only look at this question from our own standpoint and ask ourselves, "Will it benefit us any to have government ownership of railroads and telegraphs in the United States?" And if we think that shorter hours and increased salaries are benefits, then we must get together and find out the best way to bring this desired change about, and then work for this change until we get it.

Come on, brothers and sisters, let us discuss this important question thoroughly, and see if we cannot start the "ball rolling" for government ownership of railroads and telegraphs. Let every member have something to say about it. Write it up for *THE TELEGRAPHER* and talk it over with your neighbors. The more you discuss it, the better it looks.

Yours, for government ownership, first, last and all the time.

CERT. 1.

Sunday Labor.

It is with pleasure I note so much being said lately through our Journal about the injustice of Sunday labor. It is to be hoped that this subject will be agitated by the labor world until there is something done to right the wrongs on this one question.

It cannot be disputed but that it was one of the divine purposes of our Creator to give man one day out of seven to rest from the toils, cares and tribulations of this life, not merely because man's body needs rest after six days' work, but also that inner man, his mind, his soul, needs a special day

in which to search and soar into the realms of another and higher life, that he can cultivate and develop some of the traits of a nobler life, for which he was created; to realize the brotherhood of man, and fatherhood of God.

In our times of thrift and increased prosperity, when every man and every nation is striving his utmost to outstrip his neighbor in wealth, wisdom and power — we are fast forgetting the purposes for which we were created, we are fast neglecting to take our much needed rest, every seventh day. Every day to us is the same drudgery service, without a regular appointed time for recreation, hence we continue from day to day through life; every day, every hour seeming darker.

Who is to blame for all this? To whom are we to look for relief? Shall we lay the blame at the feet of all those who disbelieve in a God, and must we look to the Christian evangelization of man for relief? I must say, no. Is not the Christian world today one of the most gigantic Sabbath breakers? How many of the clergy, church officials, Sunday school workers and evangelizers of our day do you see purchasing tickets at the railway station on Sunday? How many Sabbath schools entirely forget the meaning of the word "Sabbath," and spend the day in a most frivolous way romping over the hills and dales, on some Sunday school picnic or excursion? Now, I do not wish to be misunderstood in the matter. I am no anti-Christian worker, but on the other hand have been connected with church and Sunday school work for several years. We must look to other sources for relief. Shall we look to capital, which owns and controls us to say rest? You know it never will. We must invariably look to the oppressed in all cases for a solution of the trouble. Then, must we not look to oppressed labor to solve this question?

Labor must assert its rights if it is ever done. The frivolous public will continue to demand of labor its day of rest, if labor will allow it to be done.

Organized labor has come for the benefit of mankind, it has come to stay. Then organized labor must be held responsible for the doctrines it propounds, for the demands it makes, and for the failure to make the demands it needs.

Society must learn and be made to realize

that it is to the interest of mankind that a special day of rest should be observed, when labor can have a chance to study and think of things of a higher nature. Labor needs this day for the elevation of mankind, it must have it. Organized labor is the only chance. Then we must demand it. We must agitate it. We must set the "world afire" over it. How? When? We must take every inch possible. We must hold fast every inch secured, and proclaim the gospel on all occasions. We must bear in mind it is for the good of mankind, and there is sure to be a reward for the effort.

Every kind of a labor organization must proclaim the doctrine. It will eventually crop out in the political and religious organizations, until the entire world will be observing a day of rest.

Our schedule committees must make an effort to secure every inch possible.

It is impossible to secure everything at once. The public demands that the railroads run their trains on Sunday. The railroads demand that their employes work on that day. But suppose that labor had it pumped into its veins of thought that it did not have to work on that day to make a living, and that it was not going to, or that it must be paid excessively for it. Then the public would be very politely notified that it would have to pay considerable extra to spend its day of rest in a frivolous manner, and by and by it would become a custom to do that little matter of traveling the day before or the next day.

Now, as organized labor has a work to do collectively, so must each individual member have a work to do on this line.

How many members of the O. R. T. "Remember the Sabbath to keep it Holy?" How many try? How many spend the Sabbath day in the office, windows closed against the public, and are busily making out reports that could as well have been made out the day before, or could wait until the next day? Now, don't all raise your hands at once. Then are you not individually responsible to yourself, your craft, your race and your God? Certainly you are. If you find it impossible to get away from your office on that day, because others demand, why do you do the further injustice, by doing what was not necessary? How many of you who are able to get away from your

office on the Sabbath, spend the day in anything like the manner conveyed in the word "Sabbath?"

My friends, let us agitate this question from nook to nook. Let's demand that we have a half hour's rest, an hour's rest, two, three, four, six, ten, twelve hours' rest one day out of seven. It used to be the custom on most roads, and is yet on unorganized roads, that a train could not be run after sunset without keeping every operator from Alpha to Omega up with lights trimmed and burning, for fear that "I might need you." But when labor said we must have shorter hours it was found that when "GN" was given at 7 p. m., old Sol made his regular tour and showed his face in the East next morning, and on time, the same as before.

I say, ask for what you want and must have, not only ask, but demand it, and take it, and let consequences come as they may. Don't stop to ask yourself what are other people to do, but ask yourself what you are going to do. You will find the "other" people still clinging to the earth, assisted by the laws of gravitation as before.

Hope to hear from others on this line.

Yours in S. O. and D.,

"WILL I Do."

Government Ownership.

Editor Telegrapher:—

In our April TELEGRAPHER, Cert. 1 asks for agitation of Government ownership, and I heartily echo his sentiments. This is a question which is being brought before the people lately more than it has been for years before, and it is time organized labor should study and understand it so we can use our influence with our neighbors and fellow-laborers to vote for Government ownership of properties that should belong to the people.

Wherever city, state or nation own and operate any of the public utilities it is done with great general advantage to all; labor is paid better and employes have shorter hours. Take for instance our great postoffice system, where they have eight hours a day, and do not get discharged for such trivial matters as a railroad or corporation discharge us for now. Then we have cases which are brought to our notice more because they are our own city affairs,

such as electric lights, street railroads, and in fact, all the public utilities.

Brothers, does it not stand to reason that these corporations do not, and will not, furnish us with any of these public utilities at cost? They have got to have their profit, and what they consider their profit is usually robbery. Take, for instance, the City of New York. The people are paying corporations one dollar and fifty cents per 1,000 feet for gas. The city claims that they can furnish 1,000 feet of gas, pay employes better, give them an eight-hour day, put an end to the meter steal, and do it all for just one dollar less, or fifty cents per thousand feet.

It is not the fault of the corporations that the present conditions exist, but our-

selves, who have been duped by protective tariff, free trade, gold standard, and free silver politicians who predicted all kinds of horrors for us if we did not vote the way they said. We did vote their ideas into operation, and the result is what? First, there are millions out of employment, tens of thousands starving, thousands are thieves, criminals and suicides, and the rest of us are wage slaves worse off than the chattel slaves before the rebellion.

Government ownership is the only remedy for the present poor conditions, and we are going to see the day when Bellamy's "Looking Backward," will be a fact, not a dream, as at present. Brothers, with my "30," I am yours,

"JIM AWAKE."



RUSSELLS REMINISCENCES OF THE CONVENTION.

FRATERNAL

A. T. & S. F. Ry.

I read with pleasure the articles in the June number by "Cert. 256" and "B." The former refers to the express business, and as we had considerable controversy with the management on this point, I can possibly enlighten the brother as to just what was accomplished.

Like "Cert. 256," several of the committee made the argument that the express was a separate matter and should not be considered at all; but the only basis for consideration of salaries was how much increase over the minimum rate the business of the station was worth. Against this the company argued that the agent did the express work during the company's time; that is to say, he was devoting part of the time for which the railroad company was paying him to the service of the express company, and receiving compensation from the latter for such service, and that, therefore, the amount of compensation received from the express business should rightfully be taken into consideration. On being asked if he was prepared to guarantee the agent the same average compensation from express business as had prevailed during 1898, the general superintendent said no; but he was prepared to promise that if the express business at any point declined materially, or if the express company moved their office up town at any place, the railroad company would increase the salary at that station to correspond with the loss.

This question is one which agents would do well to discuss thoroughly with their local chairman, so that some understanding as to what is just and fair may be arrived at.

Continuing our explanation of the schedule: Article 4 provides for consecutive hours at all points. At one-man stations, twelve hours, including meal hour, or eleven hours actual work; at two-men offices the same hours for day men, and twelve consecutive hours for night men; at relay and other offices where more than two men are employed, ten hours, including meal hour, or nine hours actual work, except that where there is only one night man at offices of this class he will work ten hours actual work. The idea is that night men, except where two or more night men are employed, shall not be entitled to demand a meal hour, but they are entitled to receive, on request, as heretofore, sufficient time for lunch at such hour as may be convenient to the dispatcher.

Articles 5, 6, 7 and 8 all refer to overtime. For all calls after regular hours telegraphers will receive fifty cents, except that for meeting trains for which they have a regular assignment they shall receive only twenty-five cents. By "regular assignment" is meant instructions from the superintendent to meet a regular train on every day on which it is

scheduled to run. In most cases an assignment to meet one train means seven dollars and fifty cents per month regular overtime. Compare the present compensation for calls, and the minimum of twenty-five cents per hour, with the old twelve to seventeen cents per hour.

Article 9 is understood to mean that only regular, in contradistinction to "extra" men, will be paid expenses while working at washouts, wrecks, etc.; but that all men, regular or extra, will be paid salary and expenses when attending court for the company. This rule is a very fair one to the telegraphers and was quite willingly conceded by the company.

Article 10 caused considerable amusement to the members on some divisions, but the fact remains that our brothers, nay, even our sisters, were asked to do this work on parts of the road.

Article 11 is self-explanatory, and is alone worth a great deal to telegraphers, not only on the A. T. & S. F., but in general. Since our schedule was signed the G. C. & S. F. brothers have, I understand, been given a similar compensation for this work.

Bro. Peter Groome having resigned as Local Chairman of the Chicago Division, Bro. W. A. Childress, of Appleton, Ill., has been appointed to the vacancy. Bro. Groome, as joint-agent at Mazon, was out of the telegraph service, and as it is quite an important station, taking almost all of his time, Bro. Groome felt that he could not do justice to the position of chairman. I speak for the whole committee when I say we are sorry to lose Peter. He was a good, hard worker on the schedule committee and is deserving of great praise.

New Mexico Division:—

Mr. K. C. Brandon is now at Dorsey, nights, vice Chas. Gaston.

Chas. O. Willette is new man at Maxwell City, nights, vice Bro. Mueller, resigned.

Mr. R. Williams transferred from Onava to Rowe, nights, and was relieved at Onava by J. A. Whitaker. J. T. Reed fills Onava, nights, in place of Bro. Ruple, who was transferred to Glorieta, as noted last month.

At Las Vegas we find Bro. Llewellyn transferred from yard office to "VG" office. Mr. K. T. Leyden, transferred to yard office from Blackwell.

Messrs. F. Sayles and F. N. Overlin are new men at Blackwell, N. M.

Bros. Kimball and Bissell, the heavy weights at Chapelle, are enjoying a fishing trip on the Upper Pecos, and are being relieved by W. F. Doty and J. M. Stiles.

Ernest B. Childs is new day man at Santa Fe.

Bros. Whitaker, Williams, Ruple and Quick and our genial Assistant Chairman, Bro. Herrmann,

took in the Rough Riders' reunion at Las Vegas. Bro. Rupley says sandwiches at fifteen cents each and spring chickens at "8X" one each, come a little high, but "we got to have 'em."

Rio Grande Division:—

Bro. Trickey is again doing relief agent work, being relieved at Rincon by Mr. Edwards, from the Northern Pacific. Bro. Trickey relieved Agent Learned, at Las Cruces, fifteen days; Bro. Hunt, at Nutt, three days, and is now on the New Mexico Division.

It is now Bro. Connors, at Engle. You couldn't keep them out on this division with a club.

Mr. Flint has resigned as third trick dispatcher. Mr. Little was set up from telegrapher in dispatcher's office.

Bro. Garrison, of Socorro, relieved Mr. Little as telegrapher at San Marcial.

Bro. Van Wye is the new man at Socorro.

Bro. Rhodes, the owl at Socorro, is laying off, relieved by Bro. Smith.

Business continues good and the indications are it will continue to be so, consequently everybody is happy. Some good overtime was made during the stock rush, thanks to the schedule.

Bro. Corbin, formerly night operator and clerk at El Paso, now holds down a desk in the freight office there.

Bro. Jack Jeffers, our genial line man at Rincon, has a three-legged chicken. It must be an O. R. T. chicken, Jack.

R. J. Woodward is now the agent at Magdalena, vice A. W. Nilsson, resigned, and now with "The White Oaks Company."

Grant Selby has been appointed relief agent on this division, vice C. I. Kerr, appointed chief clerk at Albuquerque Station.

A. L. Conrad is now joint agent at Albuquerque, succeeding Mr. W. B. Trull. Mr. P. J. Johnson, an old operator and agent, succeeds Mr. Conrad as traveling auditor. P. J. is strictly all right, boys. So is A. L. C.

Santa Fe Pacific Division:—

Bro. Geo. A. Freeman, of the Denver Division, who had been employed on this line for the last two years, died in the company's hospital at Albuquerque, June 20th, of meningitis. His mother was with him at his death and accompanied the remains to his old home, Indianapolis. The brothers on the S. F. P. sent a beautiful floral piece east with the remains—an arch of pure white flowers, with the letters "O. R. T." in purple at the key of the arch. Bro. Freeman was but twenty-six years old and was everywhere a favorite, not only with his brother telegraphers, but every person with whom he came in contact. Another broken circuit gone to the Heavenly Lineman.

Bro. S. J. Kelly has been doing grand work as Organizer here, and as a result the S. F. P. is solid. An effort is now being made to consolidate all the members on the Santa Fe System into one division.

The personnel of the road is as follows: Albuquerque shops, Mrs. D. E. Hicks; Rio Puerco, Bro. C. C. Northcutt; Laguna, Bro. J. M. Miller, agent; Bro. F. D. Kelsey, nights; Grants, Bro. S. M. Sloan, agent; Gallup, Bro. J. W. Baylis, nights.

From Gallup to Seligman we have no list, but they are all in line.

West of Seligman we find at Hackberry, Bros. Carpenter and Marshall; Kingman, Bros. Blackwell and Tanner; Yucca, Bros. Higginson and Connor; Needles, Bro. Cushman, a hustler for the Order; Blake, Bros. Prince and Healy; Danby, Bro. Butler; Ludlow, Bro. Martin; Kramer, Bro. Dayton; Barstow, Sister Edna Parker; Daggett, Bros. J. J. Brady and J. F. Brooke; Newberry, Bro. Griffin, and Bagdad, Bro. Lacey—a solid galaxy of the finest in the West.

GEN. COR.

Middle Division:—

As the items last month did not find their way to the waste basket I will attempt to give to the readers of THE TELEGRAPHER a few more items of interest from the Middle Division. As far as I can learn I think we are gradually gaining ground. There is no reason why we should not have every man on the Middle Division O. R. T., and I think if we all do our part that at no distant date we can say, "She is solid." When you hear of an operator who is not a member of our noble Order get right after him in a friendly and business-like manner. Do not go at it harshly, there is nothing gained that way. The writer's attention was called to a case of that kind some time ago. We should deal with everyone in a polite and friendly way.

Bro. S. G. Siler, cashier at Ellinwood, goes to Bozox as agent. Bro. R. W. Windsor, extra relief agent, takes Bro. Siler's place.

Bro. H. S. Caul, day operator at Ellinwood, has returned from his trip to Kansas City and is at his post as of old.

Bro. W. F. Kerfoot and family, of Burdett, will go to Sterling to celebrate the Fourth, after which Mrs. Kerfoot and daughters will visit relatives in Oklahoma, while Bro. Kerfoot will visit relatives in Kansas City and Chicago.

Bro. C. C. Case will relieve Bro. Kerfoot at Burdett. The writer is told that this will just suit Charlie, as he has a nice girl at Burdett.

Bro. C. D. Beeth, of Larned, and Bro. C. W. Teed, of Jetmore, are dealers in fancy chickens. Anyone wanting fine broilers should call on the above named gentlemen.

Bro. Beardsley, of Larned, should come to Burdett to fish. We have all kinds of fish also eels. Watch out for the game warden and fish commissioners.

Bro. H. E. Huffman, day man at Kinsley, went to Offerle the other day to umpire a base ball game between the Kinsley and Offerle teams. The Kinsley aggregation could not get "next" to the hard batting of the untamed players from Bro. A. E. Teed's balliwick and they went down in defeat. That wasn't the worst of it, either. Bro. Huffman tried to dodge a ball that shot off the end of one of Offerle's bats and got smashed on the thumb, breaking the bone and causing much profanity.

Bro. M. W. Jones is doing the honors at Kinsley, days, now, and Bro. Fansom, of Wright, took Jones' place, nights.

The doctors say that Bro. Huffman will be able to resume in a few days.

Several of the boys along the line are breeding fancy chickens as a side issue. Among them we

and Bro. Stradley, of Great Bend; Whitney, of Newton; Devine, of Belpre; Brown, of Sterling (Postal). Walter Merrifield, third trick dispatcher at Newton, also claims to own a one-eyed rooster and a setting hen. It has been suggested that these eminent poultrymen hold a chicken show this Fall.

Bro. Charles Case, relief agent, relieved Agent Brown at Chase for a week the latter part of June.

Bro. Ed Teed, of the D. & E. G., who has been visiting his parents, Bro. A. E. Teed and wife, of Offerle, for the past month, has returned to his duties on the Rio Grande.

One of the squarest men on the System is Bro. Jim Morton, day man at Wright. He has a great big heart in him and it is with the man who is struggling to better his condition all the time. Jim knows a thing or two about tough luck. The writer knew him when he worked on the section at a dollar "tin" a day to support his family and studied telegraphy nights and Sundays.

The boys on this Division are particularly fortunate in having one of the "whitest" sets of train dispatchers in the country. They are J. D. White, first trick; T. W. Finfrock, second trick; W. E. Merrifield, third trick, and C. E. E. Quick, chief.

J. G. Roberts, the agent at Hutchinson, died the later part of May of heart disease. He had been ailing for a long time, and finally had to succumb to that grim monster, Death. He was a man of sterling qualities and was respected by all who knew him. His successor has not been appointed, at this writing, although our superintendent has seventy-one applications to choose from. Hutchinson is the best station on the Middle Division.

What is the matter with the boys on the Hutchinson branch. Can't you give me a few items of interest? There's my friend, Bro. D. A. Wait, night man at Sylvia, who should be writing up the boys on that branch. Bro. Kirt might tell how much business he was doing, anyway, and how often he goes to Hutchinson. If I had a wire to you I would "jack" you fellows up.

Bro. S. D. Stradley, day man at Great Bend, passed through our town today on his way to Huntville to look after his wheat crop.

The company is tearing down the old water tank at Raymond, it not being needed since the one was erected at Sterling.

We understand Agent Brown at Chase and the agent at Dighton are going to change stations. I am afraid Brown will get the worst of the deal.

I did not hear from my Newton correspondent this month so I can not give the news from that end of the Division. I would like to hear from Newton and Dodge City every month.

I will close for this time, and hope to give you more next month. E. B.

M., K. & T. Ry.

Bro. M. M. White, formerly manager at Muskogee, and one of the General Committee while at St. Louis, is now practicing medicine at Whitesboro, Texas.

We are sorry to learn of the death of Bro. W. W. Gray's father, last month.

The Local Boards have been doing some good work in getting their Districts up in shape.

Is that neighbor of yours an Order man?

Bro. Harry Frazier is now in the chicken business at South McAlester.

We understand that Bro. H. W. Hick has quit railroading and gone into business at Blue Jacket.

NOTICE.

To Members on the M., K. & T.:

Notice of dues has been mailed each of you that have not paid dues to December 31, 1899. If you have credits that should be allowed you, kindly return notice with notation to that effect thereon. Please be as prompt as possible in remitting dues, for reasons known to the most of you.

Selma, Kan.

L. D. McCoy,
S. & T.

Parsons Division:-

Bro. C. S. Roberts, operator at Paola, is taking a vacation, visiting at Ft. Scott, and will visit St. Paul, Minn., before returning.

Bro. C. E. Boye resumed work as day operator at Coffeyville the first of the month, having been up on the Neosho Division for a few weeks as agent.

Bro. Jos. Carr's wife has been very sick for some time, but seems to be getting somewhat better, and we hope will soon be fully recovered.

Bro. H. S. Bender and wife were with a fishing party at Centreville several days toward the latter part of June, and had a very good time.

Chas. F. DeBus is working at Moran while Bro. C. E. McCallen and family are taking a pleasure trip, visiting in Arkansas and Indiana.

Bro. T. W. Howe, agent at Erie, holds some stock in the Gas Co., and we suppose feels pretty good since the company has struck large quantities of gas.

Mr. A. P. Bryan, of Urbana, relieved Bert Owens as night operator at Parker, a short time ago.

J. W. Buzbee, at Centreville, allows no fish to get away from him, but we have not been up to see him yet. CERT. 20.

St. Louis Division:-

T. W. Scott, agent at Hamburg, is off for two weeks badly needed (?) rest, being relieved by Bro. Chiles.

R. S. Bonner, formerly with "K. Line," is holding down a day job in dispatcher's office at Franklin Junction.

Bro. J. L. Wood has resumed work at Hartsburg, after thirty days' pleasant vacation.

Bro. M. J. Campbell, who relieved Bro. Wood at Hartsburg for thirty days, has gone North on account of his health failing in this climate. Bro. Campbell has our best wishes.

Bro. E. B. Robison, agent at Mokane, has been appointed on Local Board, First District, vice J. S. Fixley, who left the "Katy." Bro. Robison is a hustler, and will make the "nons" hard to find.

About 125 cars per day of burnt clay ballast is being placed on St. Louis Division, and the track will soon be equal to the New York Central.

CERT. 80.

Cherokee Division:-

Bro. R. O. Shepardson resigned the agency at Adair and is going to work for the I. C. Ry. at some place in Illinois. Bro. W. L. Black relieved him at Adair.

Bro. L. W. Delaplain relieved T. W. Moore as day operator and manager at Wagoner, Bro. Moore laying off for fifteen days.

Mr. Connor, formerly night operator at Oswego, is working as night operator at Wagoner.

Bert Owens, night operator from Parker, is doing the Owl act at Oswego, at present.

Bro. C. F. Debus, day operator at Chetopa relieved Agent McClellan at Moran, for a few days. A new man named Moon, from Humboldt, was holding down Chetopa, days, but we understand he resigned on the second day, claiming the work was too heavy for him.

Bro. Frank Whitsett, day operator at Oswego, is papa, and Frank says the young man that came to board with him is O. R. T. and a cracker-jack all-round fellow, just like his dad.

Bro. Pascal, night operator at Chetopa, was held up and robbed by two masked robbers about midnight, one night last week, but we are told they did not get his watch and but little money.

Reports say that one of our single brothers on this Division is soon to launch out onto the sea of matrimony. Particulars later.

Owing to the wash-out at Lelietta water tank last week, Lelietta telegraph office was opened up temporarily, Bro. W. L. Black in charge.

CERT. 202.

THE HIGH LINE.

While it is true the "High Line" isn't in it when it comes to over-time, our hearts are on the right side, and we are looking for better things to come and are keeping ourselves in line, so when the time comes and our committee make the next move, we will be able to present a solid front.

Why should we become disheartened because we did not get everything we ought to have on the first demand? Instead of becoming discouraged and falling out of the ranks, we have much to be thankful for. How much better off we are, as a whole, right now than we were a year ago. The truth is, we were not in shape to demand anything this time last year. And yet, our committee took their lives in their hands, as it were, and called for a schedule and got it. Not everything, no, of course not, but they got recognition and placed us where we can do something more for ourselves if we stand true and ask only for fair, square justice in the right spirit. Justice will win in the long run. Sure thing.

Some of us lost in dollars and cents, by the schedule? Yes, and some gained. But the salaries are nearer equal all around than they were. On the whole the division is better off. It was not a cut in salaries but an attempt at equalization; and those who lost in this move are thereby placed on a footing that will ultimately give them all they can ask.

Remember, boys, that we must become unified and solidified before we can advance as a whole. Our hearts must beat as one, our voices speak the same thing. Let us wake up, pay up, and so keep up with the procession.

CERT. 251.

Texas Division:—

Bro. J. P. Donahue, regular at Bartlett, is enjoying a much needed rest for a few days. He is relieved by Bro. White.

Bro. C. E. Stout, agent at Eddy, attended court at Merlin four days this month.

Relief agent and operator, W. H. Pearson, is reported sick at his home in Burnett, Tex. We are sorry to hear this.

W. B. Blaine, agent at Temple, is enjoying a much needed rest. He is relieved by his chief clerk, Mr. H. E. Pys.

Bro. J. J. White worked a few days as agent at San Marcos, latter part of last month.

Bro. J. H. Stanton, regular agent at San Marcos, attended court at Beeton last week.

Bro. H. M. Vermillion was the man at Lockhart during Bro. Werner's absence instead of Bro. White, as reported in our last items.

Operator Heany is back at Smithville copying, days, for the present.

Bro. A. C. Wilson has resumed work at Waco, nights.

Our Worthy General Chairman, Bro. Werner, has resumed duty as agent at Lockhart after attending convention and spending some time with his family who are summering at the coast. This puts Bro. E. P. Via back to operator and clerk at that station.

Agent W. H. Gregory, operator at Holland, is enjoying a thirty day leave of absence. He is relieved by Bro. G. W. Douglass.

Bro. H. M. Vermillion is working a few days at Eddy.

Bro. Runge, clerk and operator at Bartlett, lays off for six weeks, commencing July 1st. He will be relieved by Bro. Vermillion.

CERT. 14.

Erie System, Div. No. 42.

Meadville Division, East:—

Bro. Johnson of "S" Tower, was calling on friends at his old home at Hartfield, N. Y., a few days ago.

Bro. C. M. Dickinson and wife spent a few days at Jamestown and enjoyed a trip over the lake. Bros. Maloney and W. L. Jobs hooked the levers at "WO" Waterboro, during his absence.

Operator W. J. Burch, of Kennedy, N. Y., reports fishing no good on Lake Chautauq, as he fished one day and did not get a nibble.

Bro. Knight, of Falconer, N. Y., says the roads are not wide enough for him and his new bike. Bob, get one that is built for two, then you're in it.

Bro. Frank Matson did the owl trick at Jamestown as the regular man was away.

Bro. Hayes took a few days off, and Extra Operator Metenbacher did the owl trick at "JN" crossing, Jamestown. We 13 that Bro. Hayes was enjoying a quiet rest out in the country near Cherry Hill; wonder what the attraction was, Hn.

We 13 Bros. Jerry O'Neil and W. L. Jobs will soon accept a position with the M. M. R. R. at Celeron, N. Y.

Bro. Kinney, of Watts Flats, N. Y., occupied a seat for two at Celeron the other night and enjoyed the beautiful display of the electric fountain.

Bro. S. E. DeWitt was absent two days.

Bro. W. L. Jobs did the owl act at "JN."

Bro. Way, of Columbus, has been taking a few days off.

Brothers, we are still blessed with that ham shop at Ashville. The other night one of the students

left No. 1 wire open for about thirty minutes. How pleasant it is for a dispatcher to work with such people.

Dear brothers, before closing I wish to ask you all, do you strive to help push this good work along? Do you each day whisper a word of O. R. T.-ism in some wandering "non's" ear? It all depends upon each and every one of us. To do this work successfully we need your assistance. The time has come and we should strive to bind ourselves together and be prepared to meet any emergencies. Hoping that you will all spread the gospel of O. R. T.-ism to every "non" on this division so they can enjoy the protection and brotherly love of every organization. Trusting we shall hear from some one else who has a word to say next month, I will cut out and

Remain yours in S. O. and D.,

CARD 3574.

Meadville Division, West:—

Several changes and improvements have been made on this division since our last writing.

Bro. Geo. Elliott, former day operator and leverman at Pymatuning, is now working nights at Burghill, Ohio, which place is now solid O. R. T.; Bro. C. J. Chapman, agent.

The new extension of double track from west end of Meadville yard to Buchanan, was completed and put into use May 29th.

The interlocking tower at Buchanan has been greatly improved by being made larger, and now has several additional levers. Mr. Bligh is day operator and leverman and Bro. H. H. Hamilton, formerly day operator at Geneva Tower, is night operator and leverman.

Mr. L. D. Weber, who has been day operator and leverman at Buchanan for twenty-six years, is now day operator at Geneva Tower.

Extra Operator R. L. Doan, of Stony Point, is now working nights at "AF" Tower, regular.

Bro. W. L. Weber, extra agent and operator, relieved Bro. J. C. Jackson, agent at Geneva, over Sunday last.

Bro. H. H. Hamilton, regular night man at Buchanan, is at present working days. Bro. W. L. Weber is filling his place nights. Mr. Bligh, regular day man, is doing extra work in the dispatcher's office. With 73 to all

I remain in S. O. and D.,

CERT. No. 20.

Cincinnati Division, East:—

This hot weather seems to be disastrous to some of the men who are working nights.

A. E. Derr, regular night man at Tallmadge, was let out for stopping train No. 8 too much. Extra Operator Kennedy is working there temporarily. Derr has accepted a position with the B. & O. at Akron.

Bro. W. E. King, of Hills, worked days for Bro. Russell, at Akron, during his trip to Peoria.

J. M. Wells is back to South Akron, nights, again, after working a month at Enon.

W. A. Poling, regular night man at New Portage, was let out on account of stopping trains too much. Extra Operator R. P. Spear, of the C., St. P., M. & O. is working there temporarily.

Bro. F. L. Bivan, extra, was let out on account of being in the "hay" too much.

Bro. E. H. Guthridge, agent at Rittman, is building, or is going to build, a new house. We understand he is going to keep (?) bachelor's hall.

Bro. E. H. Mayer has Sterling, days, regular. He is laying off at present, and Extra Operator Andrews is there in his place. Bro. H. D. Knox is regular there, nights.

Bro. R. M. Fisher gets Creston, nights, regular.

There are a good many new extra men on now and it is impossible to keep posted on their names. If there are any new members among them we want to know it right away.

M. J. Burns, of Chicago, is a new extra man.

Bro. L. E. Randall from Milton to "SK" Tower, nights, regular.

MARRIED.—Bro. E. S. Wiltrout, of "SK" Tower, and Miss Bernice Hughes, of Pavonia, Ohio, June 14th. Wedding trip was taken to Cincinnati and southern points. We all wish you and your bride a most prosperous and happy journey through life.

Bro. Moyer, at Mansfield nights, had nearly all his household goods destroyed by the cloud-burst on June 19th. The water was five feet deep in his house.

J. W. Bringoff, extra operator, is a new member.

Remember brothers to get after the "nons" who promised to come in.

Elsa J. Hull, who used to work for the N. Y., P. & O., at South Akron and Akron, died after an operation for appendicitis at Cleveland, Ohio, July 2d. He has been operator for the Lake Shore Road at the Union Depot, Cleveland, for some time. He leaves a wife and baby.

I hope the brothers on each division will take a personal interest in this column and give news items to the brothers on their divisions who look after writing up their divisions.

K. L. RUSSELL,
No. 206 S. College St.

Cincinnati Division, West:—

Bro. J. M. Laughry, of Bowlsusville, resumed work after two month's absence. We are glad to see Bro. L. around again after his accident.

Bro. Bayles, of Caledonia, is taking a much needed rest.

Bro. W. H. Husted, of Marion, spent two weeks with relatives and friends in Western Ohio and Indiana. He was relieved by Extra Operator Burns.

Bro. Hogan, of Marion Junction, is visiting in Cincinnati; relieved by Operator Wills, of Akron.

Bro. Harrigan returned to Ontario after working two months for Bro. Laughry at Bowlsusville.

Bro. Robbins is planning an extended trip to South Africa. How about it, Walter, can't we have a "smoker" before you go?

Lima Division:—

As I have failed to see anything in THE TELEGRAPHER lately from this division, I will make another attempt and see if it lands in the waste basket, same as heretofore. It seems strange that nothing appears from this division. I hope the brothers will not come to the conclusion that we are all dead over here for we are far from it. I wish some other brother would brush up his "goose quill" and try his hand.

There have been a few night offices closed in the last month. At Uniondale Bro. S. P. Willis is keeping the mosquitoes away from the tower from eight a. m. till eight p. m.

Bro. C. D. Teeple, of Decatur, Ind., is "slinging lightning" and pulling levers regularly, days, at Kingsland, assisted by Operator I. J. Gushwa, nights.

Bro. J. F. McKenna, agent at Magley, has been taking a three weeks' lay off, and has been visiting relatives and friends in New York City. Mac says he never imagined there were so many sights to be seen, and says what he did not see was a plenty. He was relieved by Extra Agent Phillips.

Extra Operator Gerhard is working nights at Decatur during the absence of the regular man, Bro. Sale.

Bro. G. G. McGill, agent at Wren, is off on a vacation on account of poor health; being relieved by Extra Agent Gerrard.

Now, boys, wake up and let us see if we can not increase our membership on this division. We have a good thing, why not push it along?

CARD 13.

N. Y., C. & St. L. System, Div. No. 18.

Keep it up boys—roll in the petitions for membership. I can stand it and if I can't I will hire an assistant.

There are only a few more to come in so don't let up on them until we get them all.

There is no reason why we can't get them all in if we keep at it. They have done it on other roads, and we can do it on the Nickel Plate. Nickel Plate Division No. 18 is on the boom and here to stay.

Let us all pitch in and make it the banner division of the Order. Let me know when you need more blanks and I will send them to you by return mail.

In S. O. and D.,

F. R. TERBRACK, Sec'y.

NOTES.

Extra Operator C. L. Cox, from P. B. & L. E., is working nights at Euclid, vice Bro. L. M. Guthrie, who resigned to go west.

Mr. H. C. Temple can now be found at Kimble, nights.

Bro. R. W. Keyes is now running trains, first trick on first district. He has a nice way of telling the operator at "XD" to copy 3 wax.

Mr. L. W. Slee, formerly day operator at Painesville, has charge of the Postal telegraph office in that place.

Mr. C. Wood, day operator in the dispatcher's office, tried to keep the wire away from Superintendent Blair one day and Mr. Blair gave him two weeks to think it over. Relieved by F. J. Fabel.

Mr. Dunn and C. F. Curtiss, day operators in the dispatcher's office, have been taking a vacation for a few days and were relieved by F. J. Fabel.

Bro. V. J. Beaumont relieved F. J. Fabel in Conneaut Yard office for ten days, then he was sent to Painesville, nights, where he is now located.

Mr. F. P. Marshall, days, Conneaut Yard, was off three days sick, he was relieved by H. C. Showalter,

late of Porto Rico. Wonder if "Dad" caught any fish.

H. C. Showalter was relieved at "XD," nights, by Bro. C. F. Merchant.

Bro. C. E. Young, days, Painesville was asked to take a ten days' vacation by C. T. D., while Bro. C. F. Merchant relieved him.

Mr. J. J. O'Donnell, nights, at Painesville quit and left for parts unknown, relieved by Bro. V. J. Beaumont an old Erie operator.

Mr. C. H. Barney is now agent at Swanville, Mr. Mullen is night man at "VI."

Bro. E. A. Hill returned from his trip to New York and resumed his old stand at Madison, nights, allowing Mr. White to go back on the extra list.

Mr. B. H. Thomas and W. A. Boyd were off a few days and were relieved by Bro. V. J. Beaumont at Bellevue Yard, days.

Mr. B. H. Thomas is now working nights at Be and A. E. Simpson, days. Wonder why. Extra Operator Duncan is working nights at Ashtabula.

If the brothers will drop me a line by the twenty-fifth of each month and advise me of all changes and items of interest I will have some notes in each number of THE TELEGRAPHER. CERT. 3.

Brothers:—While traveling over the Nickel Plate Railroad last May I had some long and interesting conversations with some of the operators employed on that road, and to say that I was surprised at the conditions and disadvantages they are compelled to work under would be putting it very mildly.

One operator tells me that the Chief Dispatcher told him that no operator had a regular job on his Division, but that all his operators go just when and where he sees fit to send them. This is not very encouraging or promising for men with families to support.

Another man tells me that during the grape season there are ten to fifteen grape stations opened up, and the Chief Dispatcher takes the old regular men who have been on the road for years, and sends them away from home to these grape stations to work for the same salary they get at their regular home jobs, and they are obliged to pay their board at these grape stations in addition to keeping their families at home, and, also pay a premium on a bond. They do this against their will, because if they made a protest they would be told to hunt another job.

Another thing I heard is that the operators are placed in offices without regard to their age or rights, so that a new man may have a much better job than a man who has been working on that road for years.

The whole trouble is "there are not enough O. R. T. men on the road." Every operator should do what he can to change the situation, and the best way I know of is for every operator working on the N. Y., C. & St. L. R. R. to fill out his application and send same to the Secretary of N. Y., C. & St. L. System Division No. 18 at once who will do the rest. If every operator will attend to this at once and not put it off until next "payday" as most important things are, the boys on the Nickel Plate can have a solid organization and the best schedule in the country before the next grape season opens up. It

will be worth many dollars per year to every operator on that road if they will send in their applications at once so their general committee can begin work on their schedule.

You boys on the Nickel Plate are away behind the times and should get in line before you are the laughing stock of the whole country.

Every operator I spoke to is in favor of joining the Order and wants a schedule, but they are waiting for someone else to go in first.

Remember if you want a thing done, do it yourself, if you don't want it done, ask someone else to do it; so the only way you can ever get your schedule is to make the start yourself by sending in your application, without waiting for anyone else to send in his. Get in line yourself and then get everyone else in, too. Just imagine that you are the only one left to come in and come in, and then go for the non-members.

Get off your coats, my Nickel Plate brothers, and work for a schedule, work hard and show the people what you can do if you want to. I hope that the next time I go over the N. Y., C. & St. L. R. R., that I will find it a good, first-class, solid, scheduled road with an O. R. T. man wearing an O. R. T. pin, in every office.

Yours in S. O. and D.,

CARD 3466.

Park City Div. No. 241.

Division No. 241 held its regular meeting at Bridgeport, June 18th, with a very good attendance. Business was transacted in the usual manner, but owing to our schedule committee being at Boston we could not transact a great deal of business; but we had a good time just the same.

It seems surprising to see how many brothers can turn out to meeting when they try. There were twenty-eight present, but as the same old story goes, there were only seven Bridgeport brothers there.

Bros. Taylor, Goulette and Brady looked anxious for more to follow, and Bro. Morarity kept his eyes on the door, for none could enter without the up-to-date pass-word.

There were ten applications voted on and accepted in our division; eight from the New York Division and two from the Berkshire Division.

We have been offered a new lodge room on State street for the same cost if we so desire, and can hold our meetings on Thursday nights, once a week or once a month, just as the brothers wish. Now make a special effort to attend the next meeting to discuss the matter and see which is most appropriate and convenient.

By the Order coming into existence on some of the divisions we find the boys have got a raise of \$5 and as high as \$10 per month in their wages. Brothers, don't this look encouraging? We would never have got it if we had not paid our \$7 per year to our noble Order.

There were three applications accepted at our meeting from operators on the New York Division who are getting \$2.25 per day, eight hours. But why did they come into the fold? To assist their brother workers. Now, there are some who are working for \$1.85 a day, and still they insist that the Order is no good. We don't want those men;

they are not men but "kids." This gives me encouragement, for I am getting only \$1.85 per day, twelve hours, but those brothers coming in goes to show they want to help us poor brothers who get so little money.

Here are a few changes on the different divisions of our system:

Naugatuck Division:—

We find quite a few changes on our division since last writing. To start with we find three good, solid O. R. T. men at Naugatuck Junction.

At the end of the double track we find Bro. Keeling holding down the only trick.

At Derby Junction we find two worthy brothers, Moran, days, Keeling, nights.

At Ansonia two more worthy brothers, Maunn and Pardee. Bro. Emmis being promoted to station agent at Union City.

Then we go to Seymour, another old solid O. R. T. man, then at Beacon Falls we strike another one and at Naugatuck we find our worthy brother, McDonough, watching out for the interests of the Order.

Then we can go to almost every station beyond Naugatuck and find O. R. T. men by the dozen.

We must not forget that we have three good hustlers at the Bridgeport freight office, Bro. Morarity first trick, Bro. Farbar second and Bro. Kennedy third. They are, we must say, Order men at heart.

Bro. Gorman, in the tower, is another fine O. R. T. man.

On our Derby Branch we must not forget Bros. Perish and Manion at New Haven.

There has been another operator put on at "FX" office as third man, but have not learned his name yet. I will drop out now.

Div. Cor.

New York Division:

Business seems to be on the hustle since the Sunday trains have been put on. There have not been many changes lately, only all we hear is good, sound schedule talk.

Bro. Wagner, of Burr Road Tower, took a flying trip to New York Thursday, June 15th. His face looks familiar.

Bro. Case, of Riverside Tower, was up to see some of the boys in Bridgeport Tuesday, June 26th. It is a wonder, Mat., you would not stop and see us all.

Bro. Klien and wife, of East Bridgeport Tower, took in Buffalo Bill's Wild West circus while in Bridgeport.

If Bro. Gorman would stop eating so many of those clams on the fishermen's boats that stop at "PF" Tower, nights, probably he would not be so fat.

Bro. Tom Gorman, of Southport, was in Bridgeport, calling on some of his old friends. Tom, you look as fresh as a "cuke." Call around and see us.

Bro. Harpanse, of Naugatuck Junction, has a new bike; and don't he look "out of sight." Old boy, how are things at Seaside Park?

Bro. Towne, of the broker's office, in Bridgeport, has also a new up-to-date wheel. He says it beats anything on the market.

It is encouraging to think that I can sit in my tower and count fifty-nine solid O. R. T. men on our division, and certainly there must be a great many

more I can't recall just at present. We still have a few more to move, but they think too much of a dollar to spend it for a good cause.

The last meeting held in Bridgeport was a "bummer." About thirty good, solid members I saw sitting around interested in O. R. T. matters in our division room.

We are going to have a picnic soon, to be composed of all O. R. T. men down our way. Now, brothers, we understand the railroad will do all in its power to assist us on passes and special rates for our friends. Come to our next meeting and have it brought up.

I will cut out now as the Editor will drop some of this.

"73,"

MISS NEW YORK, JR.

San Francisco, Cal., Div. No. 170.

The meeting of June 10th was called to order by the First Assistant Chief Telegrapher, with a quorum of members. Ten applications for membership were read, and referred to the committee.

Bills allowed: Hall rent, \$1.75; Secretary's salary, \$10.00; floral piece for the funeral of Bro. Klahn, \$8.50. Bro. H. Klahn died in this city, on June 7th.

The death of Bro. L. Davidson, of Davis, was also reported at this meeting. The latter died at his home in Davis, on June 2d. A committee, consisting of Bros. Wentworth, Flaherty and Meyer, was appointed to draft resolutions of condolence and respect.

A large list of correspondence was read and filed.

A member of the General Committee spoke on the work of the committee in a most interesting manner. Two of our delegates to the late convention told us of the work done at Peoria last May. Several other brothers edified us with short speeches on good of the Order, after which we adjourned.

On June 24th, the date of the second meeting for the month, we were called to order by Past President Dutton, with a quorum of members.

Thirty-five applications for membership were referred to the committee. Of these thirty-five, twelve were dispatchers and one an extra dispatcher. Our material for new members is constantly narrowing.

A large list of correspondence was read and filed.

One sister was advised that her application for insurance was rejected, and she protested against this action, as no reason was given, and as her physical condition at the time of filing the application was perfect, and is so now.

It was thought by all present that as a matter of courtesy, reasons for rejection should accompany the rejection.

Bills allowed: Postage, \$8.30; Secretary's salary, \$10.00; Hall rent, \$1.75; printing, \$1.25.

On motion, the commissions offered for new members will be withdrawn on and after June 30th. It is clear to all that we have reached a point where a membership in our division should be sufficient inducement for non-members, and that those who wish to unite at this late date should meet all fees, that they may contribute something toward what has already been accomplished.

The committee on resolutions offered the following:

WHEREAS, That mysterious power, which rules the universe, has taken from our midst, and away from scenes of earthly activity, the worthy and esteemed brothers, H. Klahn, assistant at San Leandro, and L. Davidson, agent at Davis; and

WHEREAS, These brothers were well and favorably known among the employees of the Southern Pacific Co., and were esteemed and respected members of our honored Order, and as it is befitting, that we, as members, record our appreciation of their worth; therefore be it

Resolved, That we, as members of Division No. 170, O. R. T., and in behalf of the Order, express our heartfelt sorrow and sympathy upon the loss of our esteemed brothers; and be it further

Resolved, That we extend our deepest sympathy to the bereaved relatives of the deceased; and be it also

Resolved, That a copy of these resolutions be spread upon our minutes, and published in THE RAILROAD TELEGRAPHER.

(Signed) S. A. WENTWORTH,
J. J. FLAHERTY,
B. A. MEYER,

Committee.

The month added to our membership roll forty new names, notwithstanding the diminished territory to work in.

Yours in S. O. and D.,
B. A. MEYER,
Secretary.

New York Div. No. 44.

The first meeting for June was held on Friday evening, the 9th inst. The meeting was called to order by President P. H. Enright, at 8:45 p. m., with forty-one members present. All the officers were present, with the exception of Past President Bro. W. O. Jackson. The chair appointed Bro. A. J. Atkins to fill the vacant office.

The minutes of the preceding meeting were read and approved. Six applications for membership were received, and upon ballot five were elected to membership. Three candidates were found in waiting, and having been elected at a previous meeting, they were initiated, and a recess was declared in order to congratulate the new made brothers.

Numerous communications were read and acted upon.

Bills to the amount of \$2.95 for stamps, stationery etc., were approved and ordered paid.

The Secretary and Treasurer was given authority to order 500 letter heads and 500 envelopes printed. It was regularly moved and carried that hereafter all printed matter issued by this division must bear the Typographical Union label.

The following visiting brothers were present: Ex-Assistant Grand Chief, J. B. Finnan, of Division No. 17; Chas. Brady, of Division No. 52; B. A. Reilly, of Division No. 52; T. E. Jones, of Division No. 8, and Chas. H. Lynch, of System Division No. 5.

Bros. J. B. Finnan, R. E. Enright and B. A. Reilly gave able and well delivered addresses, which were very instructive and of much interest to all present. At 11:30 p. m. we adjourned.

The second meeting for June was called to order on Sunday morning, June 25th, at 11 a. m., by President W. V. Powell, with twenty members present.

The minutes of the previous meeting were read and approved. Several brothers paid their dues, and one application was received and accepted.

President W. V. Powell presented the division with a full set of regalia, which was worn by the officers at this meeting. The effect was very striking and pleasing. Upon motion by Bro. R. E. Enright, seconded by Bro. P. H. Enright, a vote of thanks was tendered President W. V. Powell for the regalia.

The following bills were ordered paid: 200 notices of dues, \$.50; one receipt book, \$.50; 700 letter heads, \$.35; 700 envelopes, \$.20; expressage on typewriter, \$.25, and Hall rent for three months, \$.00.

President W. V. Powell addressed the meeting to some length upon the proposed schedule, and from all indications matters in this direction are progressing in a very favorable manner.

It is gratifying to state that the majority of the members are paying their dues promptly, and we trust we shall have a clear sheet this six months, with no delinquents. If you have not paid your dues yet do so at once, and get in out of the wet.

This division now has a membership above the 200 mark; let every brother put his shoulder to the wheel and make it 300. You can do it, if you will.

Yours in S. O. and D.,
A. J. ATKINS,
Div. Cor.

From the Big Four.

Michigan Division:—

In the past two or three months I have been reading with pleasure the items from a part of the divisions of the Big 4, but as yet have seen nothing from this division.

Now I am not wanting to step in and take the regular correspondent's place, but perhaps if I express my views, some of the other brothers will take exceptions to what I believe, and say, and take up their pen in self defense, and that is just what I want them to do. There's much to be done, and I for one believe we should be up and doing. And since we cannot all attend the meetings, would it not be a good plan for each member to take up his pen and give us his views on the many different subjects up for discussion in our journal, THE TELEGRAPHER? Don't all come at once. Oh, no, or Bro. Perham would most assuredly "Founder the Goat" for once. But we are not afraid of that.

How about the "Sunday question?" That in my mind is one of the greatest importance of all. How many of us are compelled to answer our call each Sabbath morning, and in many instances remain on duty all day long? Instead we should be trying to keep the command, "Remember the Sabbath day to keep it holy." But who is to blame? Who I ask? Is it our employers? Some will answer yes, some will say, "This day and age can't get along without it," and the telegraph service must be carried on. I say no. We are mostly to blame for this state of affairs, by allowing it to go on. Some one says how are you going to help it? How did "Uncle Sam" whip the "Dons?" Went at it and did it, didn't he?

Now I don't mean that we shall fight it out with arms and the various modes of warfare. Oh, no. But by each and every one joining the O. R. T. and

sticking to it through thick and thin. Only stop to consider one moment, each and every operator standing by the Order. Let me say that if we could only have that for one short twenty-four hours throughout the United States and Canada, we would easily convince this great country of ours that the "Knight of the Key" was something more than a mere tool. Now, brothers and sisters, we all know how to accomplish this in a great measure, at least. Keep at work, try to persuade each and every one that is still out to come and join the Order. But don't make enemies of them by trying to force them.

How many of you (who are so fortunate as to ever get a chance to go to church) ever heard a minister try to drive people into joining his church? I think but very few; on the other hand he preached the necessities of it, and used his greatest efforts to persuade them to do so. Well, I might say much more on this subject, but I will leave room for some one more capable of handling it.

How about the "License" question? Pretty good one, isn't it? I am in favor of it. I believe to-day that having so many incompetent men in the service, causing often times serious mistakes and disasters, is one of the principal reasons of our not getting more sympathy from the masses of people whom we serve. The license would certainly reduce this to a great extent.

Now a few words for the Michigan Division. Six months ago there were fifty some odd operators on this string, of whom there were probably not over ten who were O. R. T. When, through providence, some kind brother induced Bro. Dacres to leave home and family and come "preach to the boys." The outcome of which was, with the aid of Bro. Swain, of "K" the Division was secured solid from "CD" to "VN" with the exception of those at "DI," who for certain reasons were passed by for the time being. How is that for good work? We hope, brothers, that you are all living up to your vows, and that the other day when Bro. Stenger sent you that little request you promptly responded. Fact is he was onto you, came just after pay day.

Some changes are being made at present. We "13" that Bro. "X" at "WE" goes to "CD" nights, that of course will just suit him, as there is great attraction up on the lake "S" at "DI" goes to "WE" days, and "OH" on third trick is put back to place vacated by "S," too bad for "CH," he is a fine fellow and don't think was altogether to blame. Bro. "KN" at "KY" is promoted to third trick. Bro. Walters at "Q" was transferred to LaFontaine, and is now a full fledged agent. Bro. Grant at "AR" has been trying to get "leave of absence" ever since he was married, but extra men are so scarce that he can't get away, and is kicking hard. By and by "Q." If you want to hear some good bragging, just ask Bro. Walters at "MS" how the boy is getting along. C. L. Iliff, of Sodas, relieved himself of the duties of an agent, and accepted the position vacated by Bro. Walters at "Q." The boys on the south end are so well behaved that I won't say anything about them this time.

Now brothers, I have said a part of my little piece, and if this escapes the Goat, I may make so bold as to come again some day. Now let's hear from you all, if not two or three at a time, why all

come at once. Give us your ideas once. If Bro. Perham hasn't got room for all of us in THE TELEGRAPHER we will take up a special subscription, and help him to enlarge the paper. Let's help to push the good work along. Wishing you all, together with the O. R. T., success, I beg to remain

Yours in S. O. and D.

CERT. 158. DIV. 37.

Cairo Div:—

We are happy to note the fact that the telegraphers of the Cairo Division are beginning to see the necessity of organization. All seem to admit that the old maxim is true that "where there is union there is strength," but some are exceedingly slow about getting into line. They are apparently waiting for a more clear demonstration of the fact that membership in the Order would be an advantage to them personally. This is an exceedingly narrow view, but it is perhaps the only way in which fraternalism can be inaugurated. Organizations of every kind and character may be compared to fortifications erected for the use of the individual. There should, of course, be fraternal love within the breast of each one of its defenders that would cause them to look after the interest of each other with the same degree of earnestness that they would conserve their own interests. Without this fraternal spirit the organizations would languish because they cannot be supported by merely selfish commercial considerations. It behooves us as fellow workers to cultivate this spirit of fraternalism, remembering all the while that Organizations are just what we make them. Activity determines the longevity and usefulness of the Organizations. Then let us awaken the non-members and stir them up to a sense of duty to self and their fellows. Life is too short to be spent humped up over an instrument with no compensation worth mentioning. Trusting that each TELEGRAPHER reader will catch the full import of this letter, and that the result will be renewed activity,

Yours in S. O. and D.

F. C. H.

P. & E. Div:—

Bro. Davis, organizer, has been with us and did his work nobly, and now boys is the time for us to work. Let us pull together and do not be sleeping. Do not wait for one another. You will all agree with me that we need the good that can and will be done, and will be ready to share whatever benefits may come. I am young in the ranks and have not as yet learned how many still remain outside, but I truly hope there are but few. I notice as we journey down the pike we find several first-class "ham factories." Boys, how is this? I am sure it is not our obligation. My opinion, like many others, is:

The little pike called P. & E.

Has no use for a "Ham Factory,"

They sit around with nothing to do,

But to open and ground wire No. 2;

And when wire chief calls for test,

They are so ignorant—oh, you know the rest.

Such is the condition on the P. & E.

Now boys, let's dispose of the "Ham Factory."

JULIE.

Philadelphia, Pa., Div. No. 30.

Our last meeting was a good one; although only about twenty of the boys turned out, it was interesting just the same. There was a good smoke for everybody and there are enough of those Pittsburg stogies left to go around a time or two yet. There are a few of those ten centers left yet, too, but they are held in store for our distant visitors—unless you will it otherwise. The Division promises to be as entertaining as possible during the warm weather, particularly in this direction, and you should not fail to take advantage of this little monthly smoker. We're high up, fine furnishings and a good stiff breeze from three-quarters of the city. It's the northwest corner of Thirtieth and Arch streets, third floor front, third Friday of each month.

We have one brother who comes nearly a hundred miles regularly to this meeting and hasn't missed once since he's been with us early last winter. Another of the boys from Jersey, thirty or forty miles out seldom misses. Half a dozen night men and often more are always on hand; these boys couldn't miss if they tried. The day men we find very often outnumbered—we wonder why? But boys, candidly, don't crowd us too badly, our seating capacity is limited—to perhaps forty, room for ten or fifteen more is usually to be had after all the regular attendants are seated, but there is plenty of standing room and, too, we know where there are more chairs; the janitor is a good fellow.

And by the way, boys, you will please not disregard the fact that the semi-annual dues period is with us. This matter is important to you for many reasons, and it is equally as important to your Secretary; it saves him the trouble of writing and writing to you, when you pay promptly; it saves postage, and you know the Secretary's salary is not so very enormous that he should be worried too much in this manner, his position is not the most desirable one and he should be encouraged in his work.

Last term over fifty per cent. of the brothers in this Division had their dues paid in full within the first thirty days. Ending with June 30th, we can safely say we will not have lost a member; present outlook is very encouraging. There are times when a fellow's "pushed" of course, but don't be afraid to confide in your Secretary, he is only too glad then to communicate with you when you come to the "point"—when possible, pay promptly.

The Division generally is to be congratulated and particularly on the good healthy membership of which it is composed; fortunately the treasury has not been seriously affected at any time through sickness. One of the reasons in many instances for our good luck in this direction is, a goodly portion of the boys look upon the Organization as simply protective. This we will not dispute, is justly proper—but of course everybody 13's we pay sick benefits.

The protective feature of the Organization cannot be too highly appreciated, every brother, no doubt, is familiar with its principles; if not, he should be.

The B. & O. boys turned out in great shape last meeting, we'll have a couple of new brothers from among them next month. New members in plenty are promised for the present term.

Bro. Tom Stack requests transfer to Division No.

44, New York, where he has taken up his abode. Tom, we are sorry to be asked to part with you, we were just beginning to become acquainted.

One of our new brothers of signal corps fame was with us; the torrid zones had seemingly made a wonderful impression on him.

There were four or five very important committees appointed for action between meetings. It was in close proximity to midnight when adjournment was had, and even then we always find someone who has "just one more word" to say.

The death of Mr. Frank Thompson, president of the P. R. R., early in June, was unexpected by everybody. The vacancy has been filled by Mr. A. J. Cassatt, a prominent Pennsylvanian and railway official. The choice is considered an admirable one by everybody.

Summer passenger travel is very noticeably on the increase. Freight continues encouragingly heavy.

The men at "K" have "hard pulling" since the loss of their levermen; Doran is satisfied with a couple of days a month at it, Chambers and O'Brien are doing the relief and vacation work on elevated for the levermen.

Everybody has apparently gotten over the effects of the convention, one of the brothers objects to the term "Quayite" to his name, for political reasons apparently. Ha, Ha.

Five lodges of the B. of E. T. in Philadelphia and Camden give their first grand union excursion to Washington Park, Twenty-sixth and Allegheny avenues, Philadelphia, Saturday, July 29th. An enjoyable time is looked forward to.

Brakeman Harry McNeil was instantly killed while on duty on the N. Y. Division of the P. R. R., June 17th. He was Secretary of a lodge of B. of E. T. in that city, and took an active part in our late union meeting, held at the Walnut street theatre.

Boys, see what you can do towards making Division No. 30 at least one of the banner Divisions of the East. The foundation is laid now for more material, we want only the best.

Yours in S. O. and D.,

DIV. COR. NO. 169.

Macon, Ga., Div. No. 114.

Division No. 114 held its regular monthly meeting on June 11th, with Bro. Henry C. Garrison presiding, Bro. V. H. Cain, Secretary. We had a full attendance, with ten applications for membership presented and acted on, others held open until our July meeting.

We note with a pardonable pride that our meetings are becoming more and more appreciated and interesting. The boys are waking up to a realization of their duties. We want every member, who can possibly do so, to attend these meetings; at least five should attend every month, taking it in regular rotation until every one has met with us. There is no presentable excuse for at least five not being here each month, as we are confident that their relief can be arranged through the various officials of the different roads we are now represented on. We hope to see you boys come, so now do not disappoint us; you will be welcomed and entertained to the best of our ability, and remem-

ber that our elegant lodge rooms are open to you and visiting brothers from other divisions on these occasions.

CENTRAL OF GEORGIA NOTES.

Bros. T. C. Bergeron and E. E. Buckner exchanged positions a few days ago. Bro. Bergeron assuming the day work in the Macon general office, and Bro. Buckner taking days in the yard office at Atlanta.

Bro. R. H. Shields is working days at West End for a while, in place of Sister Ida Sample, who is off on a much needed vacation. We hope she will have a pleasant visit and soon return to us, lovelier and sweeter than ever.

Bro. E. H. Fell has been acting as agent at McPherson for a while, filling Miss Culpeper's place; Bro. Peirce working nights in Bro. Fell's place.

Bro. C. M. Gay is acting as agent at Hampton, in place of Bro. J. T. Turnipseed, who has gone on an extended trip through the East, via Savannah and the Atlantic steamers. Look out for the intimate bunco people in New York; keep one hand on your "mun," and the other on your "gun," or you might get "tutched up" for a few dollars.

Bro. J. L. Satterwhite, who has been operator and clerk for the agent at Newman, has accepted a place as day operator and clerk to general yard master of the G., S. & F. system in Macon, Ga. "SA" is all right. It takes more than a cow pen full of "Marganites" to "tutch" him. We are in receipt of a photo of Bro. Satterwhite's baby girl, "Little Nelle"; a prettier little lump of humanity never lived. May she live to be a useful and lovely woman.

Bro. Monroe, who has been doing the extra act, is now with the G., S. & F. system. That's good. Nothing like being an O. R. T.

A very pleasant little incident took place at our last meeting. Bro. H. W. Walker, one of the "old-timers," was initiated into the mysteries of the O. R. T.-dom, and after we adjourned he took the members around to his office, and we were treated to some lovely music, songs, etc. Bro. Walker is an A. No. 1 man, and we welcome him among us, and hope our star will shine the brighter by his being one of us.

Bro. T. M. Kennedy is now agent at Oconee. That is good, too. Nothing like being in our line. Our boys continue to gobble up everything in sight.

Bro. A. W. Waller has resumed his duties as agent at Blumington. We are truly sorry to note that his wife is still in poor health. We hope Bro. Waller will soon be able to come up this way and bring her with him; the change would undoubtedly benefit her.

We note with pleasure that several operators on the Savannah Division are going to join us at our next meeting.

Bro. George Davis is now located at Waynesboro for a short time. Come up and see us, brother.

Bro. McLain has returned to his duties as night operator at Ocmulgee Bridge. Where have you been, boys, you did not show up in Mexico; own up now. You just simply slipped off until you could "lay by" your crap.

Bro. J. P. Mercer, at Ocmulgee Bridge, will soon take a trip to New York on business. Now, when you return, see if you can tell us anything about

your trip; if not, then we will put you on the crap list, too. These long trips should develop in a wealth of information. Bro. Mercer has never been outside of Georgia yet, so be careful, and not go to rubbernecking the first thing you do in New York.

Bro. Cole thinks of locating in Canada, soon. We hope he will change his mind, for we can ill afford to lose such a whole-souled and worthy boy.

Mr. Dowell, our efficient chief on the S. W. Division, still looks after the boys on that division, ably assisted by Messrs. Davis and Williams. All three are nice clever gentlemen, and seem to always be willing to assist the boys or accommodate them. A more worthy trio of dispatchers has never called "31." May they be with us for years to come.

Mr. Frank P. Ayen is our chief on the Atlanta Division, ably assisted by Bros. V. H. Cain and W. O. Harris ("Bull" Harris, as he is intimately known by the boys).

We venture to claim that for strict and accurate work there never were two better sets of dispatchers bunched together before. "Headenders" are a thing of the past, but the Central System can well congratulate itself on being able to hold them intact.

I want every "non," who happens to see this letter, to have a change of heart and come on in. Don't stand by and let your knees knock together in fear and doubt. The longer you are a "non," the bigger fool you will call yourself when you do come in. Yours in S. O. and D.,

"Sx."

F. & P. M. Div. No. 39.

Nearly two months have elapsed since the adoption of our schedule and everything is running smoothly under the new order. Over-time is being paid every month amounting to a neat little sum, and some of the "nons" are reaping the benefit along with the rest. If they would do the right thing they could do no less than present their applications, along with a check, and show their appreciation.

If each and every member would consider himself a committee of one to lay the above facts before these "nons" and show them where they are following the rough and thorny path—demonstrate to them that the O. R. T. path is not only less thorny, but a more luxurious one, it is safe to wager that "nons" would be a scarce article ere long—on this System, at least. While you are reading this, dear brother, can you not think of one near you? Say to yourself, "What have I done to promote the best interests of our Order?" and see if you cannot undermine some plan whereby you can do your mite. Do it now. Remember that "procrastination is the thief of time," and act accordingly. Blanks and all information can be secured of the Secretary and his address is Saginaw, Mich.

Bro. P. W. Johnson, of Evart, took a leave of absence on June 15th and visited the boys in Saginaw on his down trip. We fancy a picture for *Puck* during his fishing tour in the vicinity of Hillsdale; imagining him comfortably situated on the beach basking the radiant sunbeams with a decidedly red weather stick, while to the right we notice a cozy bunch of black serge, and to the left a

pair of those swell summer tans of the 13 series—these alone being visible. We understand that Bro. Johnson intends going into the real estate business on his return. Such being the case he will probably find a competent stenographer in the college town, or should he conclude to invest in hospital or shirt waist stock, he will undoubtedly find unexcelled artists in these two branches in the city of his previous wanderings.

Bro. B. J. Wilson, Clio, the old "war horse" who served under Gen. Cass when he fought the Indians, got a day off recently and took No. 17 down, getting off at the Junction and intending to take No. 304 from there to Vassar. The Colonel had been dosing and had many visions of fighting cocks imbedded in his cerebrum. No. 4 came up and he boarded her, not noticing the mis "q" until he arrived at Bridgeport. He made the trip successfully on the 29. Thinks he will buy a farm and commence the bird business on a large scale.

Bro. A. C. Botsford, night hawk at Holly, took a three weeks' vacation recently and visited in Wisconsin. He says Saginaw is all right. "Oh, you bet."

Bro. C. I. Husted, night operator at Clyde, was called to Mayville recently by the death of his wife's cousin, who was killed while attempting to board an excursion train at Silverwood a short time ago. The members of the division extend their sympathy.

The Hon. A. T. said he smelled the smoke of one of "C's" wedding gifts the other night on No. 10 wire. He said it was rather stale now, but he could make it right by sending another over by R. R. mail.

Bro. Higgins, who has been throwing lightning on the Northern Pacific the past winter, is at present visiting the boys in Saginaw. Jim says there are lots of "Injuns" in the Dakotas.

Bro. Darwin has been flying some very high kites lately, but he does not seem to feel his oats.

Bro. W. E. Peek, of Coleman, is enjoying a vacation, and Bro. Eldridge is doing the day trick. The man who relieves at night is not equal to the test.

Bro. Bodfish, of New Boston, relieved at Lake, and is now acting in the same capacity at Harrison. Bro. Livingston, regular, is on a leave of absence.

We are informed by the Secretary that some of the boys have been slow in remitting the special assessment. This is wrong and should be attended to at once. If this hits you, remit at once.

With best wishes for the success of Division No. 39, I am,
Yours in S. O. and D.,

Div. Com.

C., H. & D. Ry.

Delphos Division:—

In reading over the Journal I fail to find any notes from this Division. I wish to be recognized as the correspondent for the present, or until someone else runs me out of my office. The boys on this Division have taken a deep interest in the Order of late, and although there are only about a dozen offices on the Division they intend to make it a solid Brotherhood line from Delphos to Dayton. Very nearly all the boys who are non-union men have made application for membership, and I see no good reason why they should not be admitted into the ranks.

Opr. Coble, at Delphos, can be heard at the key every day in the year.

De Bra, at Spencerville, says he can't get time to breathe.

Quite queer to have Hale at Mendon this time of the year.

Everman at "KS," Lineman at "EA," Berger at "YO," Myers at "CO" and Short at "WM" have formed a fishing club of five, and intend going to the Celina reservoir shortly on a week's vacation.

Well, I will close for this time. Hope all the brothers on other Divisions are well, and will come up and see us some day. Div. Cox.

Wellston Division:—

One more month has gone by, the Division is still here, there is nothing new, the boys are all in line except two, we have no trouble, and no news for THE TELEGRAPHER that would interest you.

What would we do without Kelley?

We should always remember our General Chairman's motto, which reads as follows: "In the time of peace prepare for war, and if the war never comes, we will always be preparing."

Bro. Toops got his face blackened, the other night. Ask Conductor Surface if he knows anything about it.

Say, boys, I hear Bro. McNaughton took a quiet sneak a few days ago and got married. Someone give me the particulars.

Good bye, boys, I have gone on my vacation now. Div. Cox.

The following is from a sermon delivered by Rev. R. A. George, of Cleveland, O., treating on the strike of street railway men while in progress in that city:

"The trade unions of today have for their purpose the securing of better wages and shorter hours. It is not the purpose of these unions to make war on capital or destroy property, but they have organized for the purpose of improvement and the protection and mutual help of their members. We believe trades union labor has the same right to organize that capital has, and no student of the social and economic problem of our day can question the legitimacy and usefulness of our labor unions, and they must be ranked among the most conspicuous social phenomena of the present day.

"In this money-mad age unscrupulous, heartless capital would crush the laborer did he not organize for protection. Not only do I believe in labor unions, but I would go a step further and say that in my opinion all laboring men should identify themselves with these unions; all laboring men should stand together for their mutual help and protection; there should be no war between capital and union for they have mutual interests and are dependent upon one another. It is one of the hopeful signs of the times that capital is coming to treat labor in a more humane and rational manner; every crusher of labor, every act of tyranny, all inhuman treatment brings its own day of judgment; neither should there be a quarrel between labor and labor; the unionist must not refuse to work alongside the non-unionist nor use any violence against him, yet I must confess I sympathize with union men in their indignation against those who will not unite with them in their lawful attempts to secure better conditions; it shows a shameless disloyalty of labor-

ing men to the great cause of labor. The great question of this age is, how men who have been made in God's image may live together, in this humane brotherhood; this problem is to be worked out in this land of America where, in the Providence of God, men of every race and manner have been thrown together. There are two ways of settling differences. The pagan way is to wage battle, and the Christly way is to submit the matter to arbitration. Christ teaches men to love one another, the love of God, which begets love, of man for man, must supplant this love of greed and self. The golden age of the world will be the age of the Golden Rule, when the unselfish spirit of Christ comes among men." Yours in S. O. and D.,

ED J. BARRETT.

Gen'l Cor.

Missouri Pacific Railway.

L. & So. and N. & M. Divisions:—

Bro. D. L. W. Jones, agent at Adrian, has been relieved by W. H. Tester.

Bro. E. A. Gallaher, day operator at Ft. Scott, is laying off a few days, the night operator is relieving him.

Business is very light on the N. & M. Division on account of the coal miners' strike, and the company does not seem to be meeting with success with their importations.

Operator Haner, formerly extra at Pittsburg, is working nights at West Side Junction, Neb.

Bro. Brooks, agent at Minden, has resumed duty, after fifteen days sojourn in Colorado and the west.

There has been an extra operator put on nights at Fleming until after the strike trouble ends. Operator Dobyns is filling the position.

Bro. Wm. Harry, days at Joplin, has been on the sick list for the past few days, being relieved by B. S. Round; Round also relieved Bro. Campbell at Butler ten days while the latter was in Indiana visiting his mother.

Operator W. R. Rhodes, of Sedalia Block, relieved Bro. Johnson, our genial Chairman, while the latter was stepping into the troubled sea of double blessedness.

Bro. Mosher, was transferred from Panama, Mo., to Pittsburg, Kas., regular, relieving Operator Haner. Night Operator Bro. Hobart goes on days at Panama, and Extra Night Operator Taylor on nights, regular.

After an absence of fifteen days, Agent Burrus, of Rich Hill, Mo., has resumed duty. Agent Randolph, who was relieving him has gone to Arkansas City, as agent. Can't say whether extra or permanent.

D. M. & A. Division:—

Bro. Pennington still O. K.'s "34's" at Tyro.

Bro. Ed. Little, is agent and operator at Peru.

A. T. Twigg is agent and operator at Tisdale.

Bro. Cox is in the relay office at Conway Springs. Sells brothers, R. & B. agent and operator respectively at Winfield have the whole works to themselves.

Now and then Bro. Henderson gets a chance to O. K. an order at Wau नेता.

Bro. Jno. Hornbarger is at Hooser. How do you like the Flints by this time, "H"?

Bro. Nele Gaffney is agent and operator at Eaton, and an all round order man.

Sedan is a snap for Bro. Hicks, and we would like to have "HX" in the "DS" office, Conway Springs.

Dispatcher Nedro, of Conway Springs, has gone to Hot Springs on account of bad health. We miss you, "NO."

At Cedarvale we find Agent Scruley with a "helper." You are all right Bailey; you will make an operator some day.

T. B. Fogg is agent at Coffeyville; W. L. Musulman, manager; Mrs. Ray, first operator; Bro. Wise, second, and Bro. Gessit, third.

Bro. Reininger, operator, and Agent Dewitt, of Caney, are kept quite busy since the Santa Fe commenced using the Pacific tracks to Niotaze.

A new telegraph office has been opened at Niotaze with Bro. G. F. Popekess, formerly cashier at Arkansas City, in charge. He is performing the duties of agent and operator.

There is so much telegraphing at Dexter since the stock rush commenced that Bro. Spencer has been compelled to call for a night man to help out. Bro. Stewart is an all right owl, always on hand.

W. H. Norris, Chief Dispatcher, Conway Springs, Welsh, Nedro, McHugh and Summers, tricks. Dispatcher McHugh, first, with Welsh during Nedro's absence. Summers on second and Geary, third.

Long Island Railroad.

Bro. R. C. Clapp has resigned from the road and is now located in the wild West.

Bro. J. H. Streater, formerly assistant agent at Garden City, is now night towerman at Penny bridge.

Bro. H. Hays is now working nights at Mt. Olivet avenue tower.

Bro. Theo. Killian, agent at Massapequa, and Bro. Bruce Harter, at Speank, are two of the east end boys who grasped the kind offer during the past few days.

Bro. C. G. Ellison, formerly agent at Richmond Hill, left to accept a more lucrative position on the N. Y., N. H. & H. R. R.

Bro. T. R. Stock, an enthusiastic member of Division No. 30, is with this company and holds down the day position at Laurel Hill—"The Castle."

Bros. L. I. Bast and C. D. Cummings are attending to Glendale tower. We are reliably informed that the brothers are trying to gain extra strength to swing those gates during the summer season.

Bro. D. H. Powers, of Jamaica, made a trip to Long Island City on his wheel to call on his old acquaintances.

Bro. F. M. Capoch, the gentlemanly relief towerman, is very busy relieving the brothers who are taking a few recreation days off.

Bro. H. L. Marsh, agent at Lindenhurst, and a former member of Division No. 118, has transferred to New York Division No. 44.

Bro. F. W. O'Lovey is relieving Bro. E. M. Robinson, at Manor.

Mr. Harry Happersett, formerly with the A. C. R. R., at Atlantic City, N. J., and an old ex-member of Division No. 30, is now located at West Woodside tower.

Secretary and Treasurer J. F. Hinterleiter, day towerman at Long Island Crossover, accompanied by his better half, made a flying visit to friends at Montauk and Amagansett.

Bro. A. V. Caldwell is doing the extra work at Jamaica block tower while Bro. H. E. Regensburg is visiting his parents at Egg Harbor, N. J.

Bro. J. V. Luckett was promoted to the day position at West Woodside a few days ago.

Charles R. Havens, said to be the oldest telegraph operator in active service, died yesterday at his home at Highlands of Navesink, N. J. He was the operator there for the Western Union. He was the oldest and most experienced marine observer on the coast, and perhaps in the world. He was nearly eighty-seven years old. He was marine observer at the Highlands before the days of telegraphic communication, and before the Morse system was introduced used to signal the arrival of packets and later on of steamers by means of a semaphore. The signal was read from a hill on Staten Island and then repeated in the same manner to the Merchants Exchange Building, now the Custom House, then one of the highest buildings in New York.

Bros. E. H. Roe and J. J. Gallagher attend to Dutch Hills draw-bridge and at the next tower east Bros. F. C. Hyde and Mackin fill in twenty-four hours.

Bros. E. J. Mack and C. G. Curtis are doing well at Winfield Junction.

Bro. H. A. Kremp made a trip to Long Island City to attend our meeting on the fourteenth inst.

Bros. J. Schwartz, agent at Farmingdale; F. C. Conklin, agent at Deer Park, and H. J. Nicholson, agent at West Deer Park, attended the union meeting on the fifteenth inst. They express themselves very highly in favor of coming again.

Bro. G. H. O'Harra is located, as agent, at Little Neck.

Bros. Chas. Mustat and H. E. Place made a trip to the latter's home at Glen Cove.

Bro. W. N. Groves, of Bluefield, W. Va., is now on this pike. Come to meeting, Bro. G., and get acquainted.

The Board of Federation meets Sunday, July 16th, and Saturday, August 19th, at our hall. All are invited to attend.

Division No. 44 meets the second Friday evening and the fourth Sunday morning of each month at Brotherhood Hall, corner East avenue and Third street, Long Island City.

A. J. A.,
Div. Cor.

Sunday Meetings for Div. No. 171.

I see in the June number of THE TELEGRAPHER a suggestion from a brother of this division (No. 171) in regard to holding our regular monthly meetings on Sunday, instead of Saturday. He makes the claim that the attendance would be much larger if the meetings were held on Sunday.

I have in mind that the Fourth Commandment says we shall do no work on the Sabbath day. For my part, I cannot see that it will benefit us to make this change, as most of us must work Sundays as well as all other days. I fear that those who can be away from the office on Sundays would hardly care to put in their time at a division meeting, when it could be spent more pleasantly elsewhere. If the

member is a married man, his better half will want him to stay at home, or, perhaps, help her carry the baby to church, for, unfortunately, few of us are rich enough to have a horse and carriage, but many of us are blessed with a wife and little children. The members who have no families would probably go to division meeting once, and then, when their best girl made inquiry as to where they were last Sunday night, and the explanation was made that they were at the meeting, right then is when her influence will be exerted to keep him away from the division meeting.

I am in favor of holding the division meetings on Saturday evening instead of Sunday, for work is best done on a week day, and the Sabbath should be reserved for rest and recreation. If those who are able to do so would attend these meetings, there would be no cause for complaint.

I do not wish to antagonize anyone on this subject, but simply to register my opinion in regard to the Sunday question. I am willing to do anything that is honorable for the good of my fellow-men, but prefer it being Christian-like, if it is possible.

We are trying to do one good act by bringing the brothers together. Don't spoil it by doing a bad one. Did you notice what Bro. Thurston said at the convention? He said, "Do right." I say, do as near right as you can, and God will do the rest.

Yours in S. O. and D.,

BABO.

Philadelphia, Pa., Div. No. 4.

Like the poor whom Jesus said we would always have with us, society will never be rid of men who talk and do not know what they are talking about. Instead of investigating a subject or reasoning upon known facts, there are those who jump at conclusions, assuming that everything is just as they imagine. They think that certain things should be, ought to be, and if they are not, then some one is derelict in some manner or way. It is not necessarily so. A man may be engaged in one important matter and another important matter slip by him without the opportunity or chance to grasp or halt it until he can play his part in it. Again, a man may be wholly ignorant of something taking place with no means of knowing what was going on. If a man could multiply himself and be omnipresent and omniscient he might be able to do everything at once, and not only attend to many important matters at the one time but all matters at any time. And that is just exactly what the carper is not and cannot do. Yet he believes his judgment to be superior to actual experience. The man who knows everything and is so full of conceit as to think the world and everything in it is at his command, should be the one to be placed in a position to exercise his great powers and abilities and show what he is worth, as well as to receive an education in possibilities and impossibilities.

A man of words and not of deeds, is like a garden full of weeds.

A man never knows how silly he appears in the sight of others when he keeps his tongue rattling away like a barking dog, and never does an act to prove his ability other than consume the time and other people's patience with his babble. Deeds prove our ability and worth. They speak louder

and are more positive in expression and more enduring than mere assertion, predictions, or criticisms of other people's acts.

It is always interesting to hear from one who has attended a session of the Grand Division, and to know how he views matters from such a high pinnacle. The Grand Division is not so very much different from a subordinate body, except that you find there picked men of the Organization. There is one thing we can say of our grand body, lately adjourned, it was as intelligent and progressive a body of men as could be gathered together out of any craft, trade or profession; a body of men who spent no time in splitting hairs, but who were anxious to hear the truth and get at the bottom of matters. If we were to count and criticize closely every act that was done, we might find plenty to complain of, and we might see plenty of things which could be determined unfair; but the man who stops to haggle and carp and twist and howl and growl and grumble and condemn the whole of a thing because of imperfections, is the one who would rail against Heaven because the clouds do not rain manna, and against nature because his wishes are not carried out and his wants supplied by a genii.

The analytical process is essential in arriving at truth in every instance, but to fret and grieve over what we are not and cannot be, is simply idiotic. There was not one angel in the grand convention; they were all human and representative of the intelligence and progressiveness of the Order. There were no awkward bulls, or display of passion on the part of any, or the undue pushing of measures as if the very life and soul of the Organization depended upon their adoption; neither did we observe anyone being greatly disappointed because their particular desire did not carry, and we are satisfied that the influence of the work done will be felt for all time to come, unless we retrograde, and organizations like the human race do not do that.

There is one thing we should keep uppermost in our mind with reference to our Grand Division. It meets but once in two years and it generally takes a man three or four sessions to become familiar with the work so as to be able to do some good. The proceedings have to be watched closely and opportunities quickly seized to do business. A man who is not quick, or is timid because of his unfamiliarity, often misses his opportunities, while on the other hand, a bold man often overdoes the matter and accomplishes nothing. Extremes are fatal mistakes. There were some jokes cracked about the lawyers delaying business because of their loquacity and catching up of points which make things right; but they were all harmless. But while, perhaps, the lawyers were a little windy at times, it is hard to tell what we would do without them. Certainly we could not do better. When we have no law every man does as he pleases, and nothing is ever done twice the same way, but with good laws and a due observance of them, we always know where we are "at."

It will be gratifying to the members of No. 4 to hear that one of the first members of our Division, Bro. A. B. Hambright of Kinzer, has taken unto himself a wife, nee Miss Elizabeth Yetter. There is only twice in a man's life when it is conceded

that we are privileged to talk about him, when he gets married and when he dies. When he marries it is proper to say everything bad about him, and when he dies, everything good. The only thing bad we know about Bro. Hambricht is that he never had money to burn. He has always been possessed of a higher ideal of life or else he would never have joined or retained membership in a labor organization, which is further proven by his having entered the ideal state. If a man cannot afford to remain out of the organization of his craft when he is single, he can less afford it when he marries. For when it comes to buying Spring bonnets and little shoes and stockings it keeps a man's standard of living up to all he receives as wages, and he needs labor organizations to help him to more, with shorter hours to enjoy his family life, and better conditions to keep him in health and preserve him to a good old age.

S. W. H.,
Div. Cor.

Ogden Div. No. 149.

Our division begs to present her excuses for non-attendance at the late convention. For many years the division has had a voice in the proceedings through its delegates. This time the brothers selected were prevented from going at the last moment. However, we congratulate the brothers present on the work accomplished, and trust that we will be with you next time.

Bro. C. O. Davy, of Oxford, Idaho, reports the arrival at his home of an eight-pound O. R. T. boy.

Bro. C. P. Melton, of this division, now with the Postal Telegraph Company at Leadville, advises us of his prosperity and hopes to be with us again in the near future.

Bro. L. W. Harris is now located at Aspen, Wyo., for the Union Pacific. Bro. Harris will be remembered as our delegate to the '97 convention.

Bro. N. E. Black is now with the Great Northern, Great Falls, Mont.

Yours in S. O. and D.,

Div. Cor.

From the K. C. & N. C. Ry.

I have been looking for news for some time from some of the boys on the K. C. & N. C. Ry., but as yet have not seen any items. This being a short line, so, I will make a long story short.

This system is not yet solid. We have quite a few nons on our line, but we hope to get all of them to join us in the near future.

Recently the boys on O. St. L. Ry. and the O. K. C. & E. Ry. secured a schedule by hard work of the Order. They are now enjoying the luxuries of life, and we boys who labored with them were given the cold shoulder. We are still enjoying the small salary and plenty of long hours.

Brothers, get your guns and hunt up the nons. Let their hearts beat with ours; let us get together and be all one.

The following good men are stationed along the line:

We have at Weatherby, Mr. Zirkel. He is all right; slow, but sure.

At Osborne, Mr. C. F. Stone is agent.

At Braley, Mr. M. Y. Anderson is agent. He knows a good thing when he sees it.

At Plattsburg, Bro. E. T. Emery is agent. He is one of the finest boys on the line. Bro. "X," how would you like to take another ride on the velocipede?

At Trimble we have Bro. John Sauer, days, and Bro. Moore doing the owl trick. They are both warm members. Mr. Moore will take a few days' lay-off this month.

At Smithville, Mr. Chas. A. Davis is agent, and Mr. Whitford has the sleeping trick.

At Noshua, C. P. Wagoner is agent. We do not hear "CS" calling Mr. C. W. so much lately. He must be about through gardening and laying-by his potato crop.

At Barry, P. J. Sprague is agent. Mr. Sprague went to Barry about two weeks ago. He changed with Bro. Sauer from Trimble station. Mr. S. will soon be one of our boys.

Bro. J. C. Launsbury, who has been relief agent for a while, is now holding down the prominent job of bill clerk and cashier in the Kansas City freight office. We hope Bro. L. will stay with us.

Good luck and prosperity to you all.

Yours in S. O. and D.,

CERT. 1300.

Southern Railway.

Washington Division:—

Of course we all enjoyed the June number of THE TELEGRAPHER, with the good things said at our convention in Peoria. It is encouraging to us boys who cannot attend the convention to know that we have men as leaders who are worthy of our confidence and support. It helps each of us to feel that we have a work to do, by supporting our noble Order. Brothers, let us all try to live up to the standard of manhood and uprightness, so that there may never be a reflection cast upon our Order, or the name of gentlemen by our actions. "Right makes might, and in that faith let us to the end endeavor to do our duty as God gives us to understand it."

Well, brothers, how about those who are not yet with us? Is there one in your office? The "nons" might be with us for a good talk, and who can do that better than you? Would you ever have been in the O. R. T. if some one had not talked to you on the subject? Try your hand. I am glad to say we only have a very few "nons" on this division, but let us have them all if possible.

I started to write a letter and give you a little news from our division, but I am on the "siding" it seems. Well, there have none of our boys got married or done anything "rash," I think.

Bro. Perry, from Monroe, Va., has been on an extensive southern trip, also to Washington and Baltimore, being relieved by Bro. W. F. Rector, night man at Monroe, while Bro. P. E. Anderson worked nights in his place. We thought perhaps Bro. Perry would take some one with him on this trip, but strange to say, he did not. Bro. Gittig, from Orange, Va., at night, went as far as Baltimore with Mrs. Gittig, who is visiting in Pennsylvania. A good many of the boys have been to Charlottesville, Va., to be examined lately, but we have not heard of any failures.

We regret very much to note the continued sickness of Bro. C. O. Saffell, at Culpepper, nights. Operator Burke is working in his place. We also regret Bro. Crump's illness at Midland. He has had a hard spell.

Operators Jett, at Seminary, and Newlen at Edsalls, have been off for some time, being relieved by Bro. L. A. Morris and Operator Richmond, respectively.

The company has built a tank at Somerset, Va., and we hear they are to have switch levers put in at Orange for Bros. Stockton and Gittig to amuse themselves with.

"Ge," it is hot. Brothers, some of you write next time.

Yours in S. O. and D.

CERT. 291.

Union Pacific Railroad.

Third and Fourth Districts:—

Agent Coats has returned to Lodge Pole, after a thirty days' visit, which he spent in the East; J. W. Abbott, his relief, going to North Platte as operator in Relay office.

Opr. Charlie Cox is working days at "DS" office, North Platte, on account of Bro. Vic. Anderson working third trick in the same office. Vic. is a prince.

Dispatcher Roth is off on a vacation; Claybaugh working first trick, Harry Cox second, Vic. Anderson third, and H. V. Hilliker chief of the trio.

Bro. French and wife, of Lodge Pole, rode to Weir on their bikes last Sunday, and got lost in the prairie. Bro. "F" says the "darn farmers misinformed him."

Hillsdale was closed June 1st, Burch going to Chappell, leaving Bro. Roberts to answer the call bell in his nightgown.

Opr. Hulse is transferred from Chappell to North Platte; Opr. Burch relieving him.

Opr. Kelly, relieved by J. W. Abbott, at North Platte, went to Omaha on account of nothing else being in view.

Bro. Wilson, of Potter, laid off a few days, and was relieved by Opr. Shields.

Jno. O'Neill, one of the pioneer operators of the "UP," who worked at Chappell in the 70's, gave \$125.00 toward building a church in Chappell; 73 to you, John.

Born, to Mr. and Mrs. Jno. A. Alcorn, at Chappell, a big O. R. T. girl; Bro. John is agent, and hustles home every evening.

SOMBRE.

The D., L. & W. Ry.

Morris and Essex Division:—

This being my first opportunity to write a few lines on behalf of O. R. T.-ism, I am glad to be able to do it where it is needed. To the best of my knowledge there are but three O. R. T. men here. Should there be more I would be pleased to hear of it, and should such be the case, I am surprised to think that they have not had a line in THE TELEGRAPHER before this. It seems some of the boys are slow or trying to hide that they have the "ism" in them. Now, boys, if you do belong to the O. R. T. come out and say so; do not hold back because the man along side of you is a "non." It will be a good

way to convert him. Wake up and go to work, you are aware of facts as well as I am. We want enough of the boys to pull the same way, so to organize a division of our own, if it be possible.

Do not wait for the "non" to shake hands; offer yours first. In conversation seek the best in others, and give the best you have in yourself; remember, to speak the good, but leave the ill unsaid; the unkind word left unspoken will never be regretted. So do your best, and rejoice with him who can do better; let every man be true to the light that shines for him, and if his way of thinking and acting is wrong, correct it by giving him more light, and by the power of example, not by coercion.

With a few kind words and a little push there will be no trouble in gaining the confidence of anyone. I can truthfully say that it is to the interest of each and every one of you. I would like to hear from each and every brother on the Lackawanna Route.

Hoping the next writing will contain some better news.

CERT. 434.

Grand Trunk Railway.

Toronto and Belleville Section:—

Most of us will be pleased to hear that the 1800 trackmen, who have been out on a strike for the past four weeks, have returned to work again, with very good encouragement for a satisfactory settlement. The officials, I understand, have recognized the union, and have asked for a month's time to adjust matters. It is to be hoped that ere long we will hear of their receiving their much deserved increase of wages. The trackmen deserve great credit for the way they conducted themselves during the time they were off duty. I don't think there was a single instance where a trackman committed himself for any act of violence or misconduct, and we all hope for a speedy and satisfactory settlement.

It is with deep regret we hear of a brother getting discharged for sympathizing with the striking trackmen. Rumor says he is not guilty of the charge against him. The Board of Adjustment should see that he has a fair trial, and given a chance to prove his alibi. If not guilty, let him be dealt with according to the schedule.

The boys have been on the rampage some lately. I will give the positions to date.

F. W. Egan, our genial trainmaster, has been removed to Lenion as assistant superintendent. He is succeeded by W. W. Ashald, formerly with the F. & P. M. Ry.

Bro. Doreen worked a few days at Y. D. office not long ago.

Bro. King, steady day operator at Y. D. office, has been promoted to agent at Whitby; Bro. Buller takes Bro. King's place as day operator, with Opr. Mays, nights.

Opr. Amey, extra man, has Sydney permanently now, as owl.

Bro. Doreen, who was given Brighton steady, nights, has been transferred to West Pickering, working in the same capacity.

Bro. McDougall, who has been on the sick list for some time, has resumed work again. We hope you are with us to stay, Mac. Opr. Amey was Bro. McDougall's relief,

Bro. Newson, who has been owl at Oshawa for some time past, has been promoted to day operator at the same place; Opr. Pearsall is doing the night act.

Opr. Coppin, who has been acting as agent at Whitby for some time, goes to Belleville, working in the same capacity.

Bro. McLennan has been transferred from day operator at West Pickering, to agent at Mallorytown. The girls now sing: "His Smiling Face Haunts Me Still." Bro. Peck takes his place as day operator.

At York we find Opr. Waugh, days, and Wisewell, nights. At Y. K. office, Opr. Maher, days, and Bennie, nights.

I am glad to see some remarks by Cert. No. 423 in our last month's TELEGRAPHER. Are we the only "pebbles on the beach?" It looks like it, when we don't see any other district represented in our noble Journal.

Boys, get in the swim, and remember Daddy Thurston's advice: Do Right.

Yours in S. O. and D.,

SAM.

From the B. & O. South Western.

O. R. T. As I write those letters I wonder if we fully realize how essential the Order of Railroad Telegraphers is for our welfare and advancement in this day and age of progress in the world's history.

The O. R. T. is as necessary to protect our interests and help our advancement, until we reach the goal of happiness where "live and let live" is the golden motto, as operators are to railway companies. Yet railway companies do not seem to be willing to acknowledge this fact, unless it is demonstrated to them occasionally that it is true; for instance, the Canadian Pacific strike of 1896.

I sincerely trust our Order may never have to strike again to gain its points, but if it should be necessary for us to strike, we should be thoroughly organized strong enough to completely stop the wheels of commerce and demonstrate to the company with whom we have a controversy, how futile it would be to ignore our reasonable and just demands.

Now, brethren, one and all, try with might and main to get every non-member in your territory to become a member of the O. R. T.

When we read of new schedules and good increases in wages it causes our hearts to swell with joy as we compare the wretched conditions of telegraphers twelve or fourteen years ago.

If we make as rapid progress in the next ten years as we have in the past ten years, I predict we will be drawing the wages of skilled mechanics, which we are far from doing today.

But if we think for one moment how telegraphers' wages have increased since the O. R. T. came into existence we have just cause to bless the founders of that grand Order.

Over six hundred thousand dollars increase in telegraphers' wages in a little over ten years' hard work by its members!

Yet we have operators who say they cannot see any good the O. R. T. has accomplished. We have two well known professors on this line, who have a

peculiar way of showing their appreciation of the five and ten dollar raise per month they are enjoying by running ham factories.

Brethren, think of that enormous sum six hundred thousand dollars per year the O. R. T. has secured for telegraphers in a little over ten years' work. Can we not do better than that in the next ten years, for the O. R. T. is past its infancy, and if we continue to work in harmony with each other, we will soon realize the good our efforts have brought.

There are a great many things we could not obtain were it not for the O. R. T.

That noble symbol of liberty! That grand Organization which is teaching operators their true sphere and giving them freedom clear.

Yours in S. O. and D.,

"R. E."

From the N., C. & St. L. Ry.

In all the six years I have been a reader of our official organ I have never seen anything in the way of an article from Tennessee, or from the N., C. & St. L. Ry.

I am here to inform you that we are not all dead. We are few in number, and like the woman who heard the troops coming to war, ran out with the poker. When asked what good she could do with that poker, replied that she could at least let them know what side she was on. There are about enough "boys" to let the worthy brothers know what side we are on.

Our little book, I am glad to mention, is improving as well as our Order. We are gaining ground, I feel sure of it. We are weak in this part of the world, but our Order is coming to the front all over the country. Perhaps it will come our time to "take a turn" some sweet day.

I gave my TELEGRAPHER to a "non" to read, and he replied, after he had read it, that that was a good book, and said he wanted me to let him read it each month after I had finished. I expect to send his name in on an application blank some day before long, thereby adding one more to our list.

I have been a member of our noble Order six years and have brought nine to see the error of their way, and landed them in good standing in the O. R. T. Who can say the same? Send out to your neighbors your book each month after you have read it and see what a good effect it will have. We need to circulate our official organ more; that will arouse a feeling among the "nons" that has never been aroused. I think I shall ask for three or four copies each month instead of one; they can be used to advantage.

Every one who happens to see this article from our road take up the matter of getting the boys interested in our Order and our Magazine, and let us hear from you. Certainly the editor will let you have space for your article, if he allows this one. Let us push to the front. All branches of skilled labor on railroads are gaining ground on us by having picnics and excursions each year. Last but not least, I must say when they go to the pay-car they draw two dollars to our one. Look out for me again.

Yours in S. O. and D.,

BOBY BURNS.

N. Y., N. H. and H. R. R.

Danbury Division:—

Bro. Gould, at the dock office, South Norwalk, was one of the committee of five who waited upon General Manager Chamberlain at Boston when the schedule was presented on this system. "Jay" is O. K., even if he doesn't take anything but soda water.

We are pleased to be able to address Mr. B. Bain, at Sanford, as a brother now, thanks to the good work of our general chairman.

Bro. Pardee is now located at Brookfield Junction, doing owl duty, and is now chairman of the board of adjustment for Berkshire Division.

You would take Bro. Gilbert, at Connors, for a conductor, with his new complete uniform. This, with his neat station newly painted, makes him about O. K. eh, "Rolly?"

Bro. Longstreet, at South Norwalk, was present at the meeting of Park City Division No. 241, recently. Glad to see you, brother. Come often.

The writer wishes to know "who's a lobster." By the way, how about those pictures on the mile walk at "BP?"

There is one man on this division who is certainly a mystery. This fellow is holding down a good job and has the privilege of being relieved at any time to get something better of the road and return at will. He has been "coming in" for at least four months, and could well afford to do so, but we must still call him "Mr." Perhaps some of the brothers know him and can influence him to join us and be with the majority.

Bro. Farber, of "BP," was a recent caller on Bro. Gould at South Norwalk, but you could not get him up the road with an ax.

There are two brothers on this division who have attended every meeting of Division No. 241 thus far since they were members. Now, why can't the others get themselves together and show up more regularly and make the meetings enthusiastic. You will always be used well at "BP" and can find plenty of places for recreation after "meetin'."

This division, although small, supports quite a number of telegraphers. You may know some of them. Here they are. At Wilson Point we find Bro. Benedict doing the owl act, Ex-Bro. Mead days.

Miss Brown ("FS") holds forth at South Norwalk days. Bro. Longstreet on duty nights.

By the way, I understand "FS" has promised to make us a present of a "tenner" upon certain conditions. At the Dock we have Bro. Gould ("Jay") days, being relieved at 6 p. m. by G. A. Krapp.

At Norwalk we find R. M. Olmstead as operator and clerk, formerly of Wilton.

Bro. Wood still holds down Minnipauk.

Bro. Morgan, formerly at the Dock, is located at South Wilton.

Mr. Bradley, at one time agent at Brookfield Junction is now located permanently at Wilton.

At Cannon's you can find Bro. Gilbert.

Next comes Georgetown, with Bro. Taylor on duty after a long siege of hustling. Brother, we hope you will be rewarded by a much needed vacation.

Mr. E. S. Marsh is agent and operator at Branchville, days, with A. S. Benjamin as relief at night.

At Ridgefield is Bro. (1) McNierney hustling baggage and most anything which does not come under the heading of telegraphy, and he is a hustler on the wire, too.

Bro. Bain is agent at Sanford's, the home of our Governor of the State of Connecticut.

Bro. Holmes is at Redding, and they say "RH" has some fine fowls. Ask "F," he was taken all through the yard recently.

P. F. McMahon, agent and operator at Bethel, is still on the outside.

J. P. Irwin holds down Roxbury with the help of Miss "C."

J. Wetterson is at Washington among the Litchfield hills.

At Litchfield is Mr. G. W. Smalley, formerly agent at Roxbury.

At the Danbury yard office is Mr. L. B. Griffin, "almost persuaded."

In the superintendent's office is F. W. Brown as chief dispatcher, Mr. C. C. Maxfield as assistant and clerk, and Mr. McMahon as night dispatcher.

Now we come to Brookfield Junction, with Mr. H. L. Rogers as day operator, and Bro. W. F. Pardee doing the keep awake act from twelve to fifteen hours per night.

Now, Mr. Editor, don't put it all in the waste basket, but make an allowance for the first attempt. I have been waiting a long time to catch a glimpse of some items from this division in THE TELEGRAPHER, but have failed to find any thus far, except perhaps that there are some on this Division who always call for beans at the Bridgeport restaurant.

"BILL NYE."

Central Division:—

What is the matter, boys? I have not seen anything in THE TELEGRAPHER about the Central Division for over six months. Don't you know we are all alive? I will try to break the ice and let some of you fellows follow suit next month. We have had quite a number of changes on here, this year, and to make things exciting, one of our agents "evaporated," so to speak. We will start with Pascoag.

Here we have Bro. A. A. McCullen as agent, Bro. T. F. Fox being away on a vacation. Mr. P. E. Rivers does the flagging on the crossing and holds down the operator's job.

Next comes Harrisville. Here we have Bro. M. G. Sampson as agent and operator, Bro. I. J. H. Heath, retired.

Tarklin is the next stop. We have Bro. J. E. O'Brien as agent and operator, Bro. A. G. Dougherty getting through.

Then comes Stillwater. Bro. F. A. Garriepy holds the agent's and operator's job here. Say, "G," do you still send water to the superintendent's office on the eight a. m. train?

Georgiaville is our next stop. Mr. G. Coburn fills the agent's and operator's job at this point.

Centerdale is next. Here we find Bro. G. A. Carter filling both the agent's and operator's place.

Manton we take in next, with Bro. L. H. O'Brien as agent and operator.

At Johnston we find Mr. F. W. Cornell as agent, Bro. F. J. Carey having been transferred to River Point and the telegraph office closed.

Olneyville Junction is next, and here we have a warm baby in Bro. F. O. Cook as agent and also operator.

The superintendent's office, Providence, comes next. Here we find Mr. E. N. Woodruff, Mr. J. J. McCanna and Mr. J. Coburn as trick dispatchers, and Mr. W. W. Jackson as chief.

Cranston is the first stop on the Willimantic Branch, and W. J. Flanigan is the operator and Mr. T. D. Hunt the agent.

We stop next at Oak Lawn and find Bro. J. M. Mayo as agent and operator.

At Natick we have Bro. H. Hutchins as the operator and Mr. Bicknell as agent. The night man I do not know.

River Point comes next, and here we find Bro. F. J. Carey as agent and Bro. C. C. Wilbur as the operator.

Next is Centreville. Bro. J. L. Clelland holds the agent's place here and Mr. Ennis is operator.

At Quindnick we have Bro. J. F. Powers as the agent and operator.

Anthony is held down by Bro. R. D. Matthews.

Washington is the next stop. Here we have a big break. Mr. O. P. Newton is the agent and his wife holds the operator's position.

At Coventry we find Bro. F. Houck doing the double duty of agent and operator.

Summit, we find Bro. W. H. Silke. "K" is not giving O. K. to 31's quite as often as in the Spring. At Greene Bro. E. A. Berryman holds his station in good shape.

At Oneco we have a new man by the name of Gaffney. I am not acquainted with him. He came from New York state I "13."

At Sterling we have Bro. J. W. Udell as agent and operator.

At Moosup we find Bro. K. C. Hubbard as the operator and J. F. Baker as the agent.

At Plainfield I am not acquainted, so I will have to jump by and call on the next, which is Lisbon. Bro. J. E. Travers holds that station.

Versailles is next, with Bro. W. H. Coe agent and operator.

At Baltic we find Bro. G. F. Haling doing the same.

South Windham is held down by Bro. J. S. Lewis for about eighteen hours a day.

Our stopping point is Willimantic, and, as I do not know anyone there, I will have to go by. I have not been able to find out how Bros. Heath and Dougherty were dismissed. Now I will cut out and hope some of the boys will follow my example for next month. If I have left out any names please forgive me, and if you have any news to put in at any time, send "em" to me and I will try to add some more on and send it in for our Journal. With best wishes, I am,

Yours in S. O. and D.,
"MA" AT "AY."

Great Northern Railway.

Allen Gale relieved F. G. Bleedorn as agent and operator at Big Sandy.

D. J. Jones is still at Sand Coulee.

E. S. Wyman is now located at Benton, as agent, with Mrs. Wyman as day operator.

A. C. Engel, agent and operator at Teton.

M. M. Englander is agent, with Bro. C. D. Hyndman, working nights.

J. B. Baril is still working days at Butte with his "Nibs," C. B. Travis, working nights.

J. P. Beaupree, former night man at Basin, has resigned to accept a position as machinist for Katy Mine at Basin, with best wishes from all the boys, for future success.

Eaton, regular man at Helena yard office, is away on a vacation spending some of his coin and wearing out his old clothes. It is rumored he is after a wife.

J. F. Little has just been relieved at Cascade.

Our little friend Langhorne is now working the St. Paul wire for the Postal, at Helena, days.

W. H. Gray is working nights at Great Falls.

J. M. Rector is still holding down Bernice as agent and operator.

H. C. Stone is now agent and operator at Basin with R. E. Murphy as night man.

W. B. Hundley is still agent and operator at Boulder.

Birchfield is still night man at Portal, with Mrs. Birchfield working days.

O. E. Foster, days, and Mason, nights, at Clancy.

Bro. J. H. Hill is now working nights at the yard office at Helena, and Charles Saunders is working days. Flynn is acting as ticket agent and operator at the freight office, while Ives is still at the express office at Helena.

A. J. Smith is now agent and operator at Silver, with his wife working nights.

J. B. Stewart is agent and operator at Wolf Creek, with Mr. Carpenter working nights.

H. C. Holmann is agent and operator at Craig.

Georgie Hyndman is working days at Allen.

C. H. Smithers is now acting agent at Belt.

C. L. Crane is agent and operator at Armstrong.

W. W. Collins, agent and operator at Monarch.

D. S. Williams, agent and operator at Neihart.

CERT. 2188.

Grand Div.

Butte, Anaconda and Pacific Railway:—

S. L. Moses is working days at Recker.

Walters is now operator at Silver Bow.

Miss Porter is working days at Gregson Springs.

R. C. Potts is holding down Butte, nights, with W. L. Collins, days.

The address of H. H. Blanchaine is wanted, who last worked on the C. P. R., at Fernie, B. C.

C. B. TRAVIS.

C. & O. System, Div. No. 40.

Cincinnati Division:—

It is indeed gratifying to note the interest some of the new members are taking, they seem to act as if they meant just what they said. Keep the good work going, boys, and your reward will come later on.

Now we will take the other side. To the boys that have received their little increase since the first of the year I would say, do you ever stop to think who got you the extra "V" that you are now drawing? Don't you think it would look a great deal better to help the Order along by coming in

with us and work for the best interest of all concerned? Your dispatcher is not going to say anything to you for joining the Order; he knows you are doing it for your own good; don't think for a minute that he thinks any more of you for keeping out in the cold by yourself. No, no! Not once does he!

Now to the brother that signed Certificate 261 in last month's Journal, I would say that you had better look up the records and see who are brothers before you call them as such. There is one thing I very much dislike to see, and that is this: So many of our good brothers being dropped for non-payment of dues. You must not forget to remit; its only twice a year, you surely can think of it that often. If not, call around and I will remind you of the fact.

I heard a very brilliant remark for a non-member to make, and he thinks he is quite witty. He said, "If the colored man is smart enough, educated, etc., and wants to learn the art, why take him in and teach him." If any one would ever hear me say such a thing as that I would want Heaven to fall from above.

June 30th is now past and we should all have a nice, new card. If you have not a new card kindly remit to Bro. Grogan the small sum of \$3.50 and he will take the necessary steps to get it for you.

Bro. Glenn, do you ever hold an open meeting with Mr. Cross, or can't you make him grasp the situation?

Bro. Byrne, our ladies' man from Maysville, has been promoted to agency at Wellsburg.

Bro. Allen, at Limeville, says it is his good fortune to climb the signal pole the rest of his days.

At Buena Vista we find the good old soul, Bro. Wheeler, nights, and Bro. Franks, days. By the way, "S.J.", did you ever hear from Vantreesee?

Bros. Traber and Vicroy will spend the balance of their days at Carrs, as they seem perfectly happy. Vic. and "Red" have great times blocking trains.

Now at Glenn we find another masher in the way of Bro. Bonnell. He used to go to Ironton occasionally, but connections were bad with ferry boat and freight trains.

Bros. Salzman and Hiser, at "MS" Cabin, attend to the levers and fight mosquitoes; they seem to enjoy it, though.

We have some three or four members who belong to the Grand Division, Bros. Coleman, at Riverton, and Bennett, at Grays Branch; others I cannot remember just at present.

I would suggest that Bro. Byrne write us some news next month.

Gorton, of Penn., I wonder if he can get his shoes on yet? Thanks, old boy, I will always remember the favor. Yours in S. O. and D.

"MARKS."

James River Division:—

We held our regular monthly meeting at Clifton Forge, June 21st, with Chief Hicks presiding. Roll call showed twenty-four members present, all manifesting a deep interest in all the proceedings. It was truly a source of much gratification to see the new members evince so much interest in the welfare of the Order. And right here I will say (but not in a complaining manner at all) that there are

others who could attend our meetings more regularly and be greatly benefitted by so doing. There are so many things of interest that can be learned only in the division room that they know not what they miss by failing to attend. One of the most delightful hours of my life was spent at the last meeting, when, after two hours' hard work in the division room we were invited by Marshal Marks into an adjoining room for refreshments, and, oh, such refreshments! everything that could tempt the palate, and all prepared in the most fastidious manner. The ice cream deserves particular mention, being first-class, A No. 1, and plenty of it. The very thought of it makes my mouth water yet. For preparing and arranging refreshments commend me to Bro. Marks always. Byron's description of Sheridan, "Nature formed but one such man and broke the die in moulding Sheridan" is equally applicable to O. V. Marks.

It was decided that we meet again at Clifton Forge the third Wednesday in July. Some of those present were very anxious to hold another meeting at Gladstone. This, I for one, heartily endorse and hope the brethren east of Gladstone will take the matter up at once and arrange for a joint meeting. When once you get the meetings started they will be found so interesting and beneficial that it will be easy to keep the ball in motion, and I am sure you boys are not so thoroughly organized and bright that you do not need a meeting once a month. Meet me on the 19th of July.

D. S.

Canadian Pacific Railway.

Toronto, Grey and Bruce Section:—

Operators and trainmen all along the line very much regret to hear that Bro. Geo. Crisp, operator at Wingham, had decided to leave the service of the C. P. R., which he did on May 31st. George was highly esteemed by all the boys on the road and, besides being an expert at the key, was a thorough O. R. T. man. Bro. Crisp left on Thursday, June 3d, for a trip to his home in England, but we understand it is his intention to return to Canada in the near future and take up his residence on the Pacific Coast. We wish him every success.

Bro. McClements, who has been discharging the duties at Melville Junction during the fatal illness of our late Bro. McKee, has been transferred to Mt. Forest. Dave will long for the pleasant evenings at the Junction.

Bro. Geo. Allan is again at his post at Proton, after a deserved two weeks' vacation.

Bro. Chas. Cuthbert is relieving Agent Russell at Brampton, who is away on his holidays. The former's place is being filled by Opr. Arnott, formerly of the Orangeville town office.

Dispatcher C. A. Jelly, of Toronto, took a trip over the line last week to post himself on the road. Relieving Dispatcher Wansbrough worked the trick during his absence.

Assistant Opr. Rands, of Shelburne, has been moved up a notch and is now day operator at Hariston, and is now receiving the congratulations of the boys. Opr. Holmes, who was appointed to this position, threw up the job in disgust, because it entailed the handling of freight and baggage.

Opr. Sewell, of Brampton, is the new man at Orangeville; Bro. W. H. Sanderson being removed to Parkdale.

Bro. W. H. Allison, chief dispatcher and chairman of Division No. 7, O. R. T., has arrived home from the biennial convention held at Peoria, Ill., looking hale and hearty after his fortnight's sojourn under the star-spangled banner. Bro. Allison is a valued member of the Order and took a leading part in the proceedings of the convention. He is an excellent speaker and stands very high in the estimation of the boys.

Bro. Thompson, of Bolton, has gone to the annual military camp at Niagara, and will be a genial soldier of the queen for two weeks. His place was very efficiently filled by Bro. Caesar.

We congratulate Bro. Bradley, of Mount Forest, upon his promotion to the agency at Kleinburg; Bro. Stockdale, of the latter place, being sent to Melville Junction.

Night Opr. Young, of Holland Centre, has been moved to Leaside Junction, and is filling a similar position there.

Bro. McLaughlin, of Meadowvale, is away on his holidays; Bro. Caesar is relieving him.

Agent Brown of Elora, is also away on his vacation; Relief Agent Walker is filling his place.

Bro. Pizer, of Corbetton, will resume duty the first of the month; having recovered from a hard and long siege of sickness.

Agent McCarroll, of Arthur, who has been under the weather for the last few days, is again back on duty; Bro. Ray relieved him.

Opr. Rands is now working nights at Holland Centre.

Opr. Fawcett has been added to the staff, and is at present at Harriston. Welcome, Bro. Fawcett.

We are sorry to say that there is a brother on this division who has no less than two students. We hope he will "take a tumble."

Bro. Wilton, of Orangeville, is away on his holidays. It is his intention to visit Peoria, Ill., while away. Night Opr. Sewell is filling his place; while Opr. Carnegie is working the night trick.

Yours in S. O. and D.,
W. E. B.

C. & W. Branch:—

As recent issues of THE TELEGRAPHER have not mentioned the progress of our Order on the C. & W. branch of the C. P. R. in Kootenay, it will not be amiss that our brothers be informed thereon.

At Smelter Junction we have one member who has, I fear, fallen behind, but I expect his reinstatement daily. There are also one or two good men at Smelter Junction who will likely join. It was hardly to be expected that so much time should elapse and they not become members of the Order, but so it is.

At Trail Bro. Harbour satisfactorily fills the agent's chair. He never misses an opportunity of booming the Order.

At Rossland John E. Connor does the day act and Robt. W. Kelly copies 9's through the dark hours; while P. G. Dennison, the agent, looks happier each day as the new station and offices near completion.

The Rossland end of the C. & W. branch is solid, and the boys there are confident of inducing the three or four outstanding operators on the line between Rossland and Robson, to join. They all may then stand together.

Yours in S. O. and D.,

CERT. 1236.

Pacific Division:—

Bro. B. F. Gayman, formerly chief clerk at Arrowhead, is now assistant agent at Revelstoke.

Bro. Hayward is now relieving Bro. J. Armstrong as night operator at Sicamous Junction.

Bro. D. McManus, relieving agent, relieved agents at Glacier and Kelowna.

Bro. Ed. Goulet, of Vernon, has returned to duty after spending a pleasant vacation.

Bro. Currie, at Salmon Arm, and Bro. F. Robinson, at Notch Hill, have done a big express business during the past month. Immense quantities of strawberries were shipped from these points.

Mosquitoes are very bad this summer and are causing serious trouble. A few days ago Bro. Cumiskey, at Sicamous Junction, was riding along the river when a huge mosquito sprang upon the horse's back and attempted to pull Bro. Cumiskey out of the saddle; but with admirable presence of mind Tom drew his revolver and shot the mosquito through the heart. Bro. Currie, at Salmon Arm, reports that mosquitoes entered his office at night and attempted to steal the office safe. At Notch Hill, Bro. Robinson states that mosquitoes stole the claw bars belonging to the section gang, and were once seen sitting on the track picking their teeth with them. The farmers at Shuswap, so Bro. McConnell says, are complaining that the mosquitoes there are milking the cows.

At Hector we find Bro. Gainfort attired in a red sweater, chasing bed bugs in his spare time with a shotgun.

At Kamloops Bro. A. Goodfellow handles business in daylight. The Kamloops girls say he is nearly as nice as Dave was. Most of his time is taken up answering this question: "When do you expect Mr. McManus back, please?"

Bro. Haney, at Griffin Lake, is thinking of establishing an information bureau for the benefit of those gentlemen who always miss the list.

The following promotions have taken place: Bro. Barker from Field to Laurie Gravel Pit; Bro. Jelly from Squilax City to Kualt. Bob spends his evenings in Salmon Arm among its pretty girls.

Bro. Currie, at Salmon Arm, has a splendid turnout, and goes driving every Sunday. All the girls are unhappy because he is a married man.

We understand that Bro. Dunn, at Golden, is in the habit of taking spins on his wheel during the still hours of the night to keep awake.

Bro. J. Armstrong, night operator at Sicamous Junction, has returned from a three weeks' vacation.

Bro. J. M. Fraser, our popular chairman, is very proud of the lock and chain the boys presented to him.

CERT. 744.

Grand Division

OFFICIAL DIRECTORY

GENERAL OFFICES, PEORIA, ILL.

GRAND OFFICERS.

W. V. POWELL,
President, Peoria, Ill.
M. M. DOLPHIN,
First Vice President, Peoria, Ill.
H. B. PERHAM,
Secretary and Treasurer, Peoria, Ill.

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S. C. Mahanay, Secretary, Meramec Highlands, Mo.
L. A. Tanquary, Palmer Lake, Col.
A. O. Sinka, Box 276, Portland, Ore.
F. J. Reynolds, Medicine Hat, N. W. T.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, Secretary and Treasurer, Peoria, Ill., also their Local Secretary.

Notice.

Article 5 of the laws governing the Mutual Benefit Department is now in full force and effect. The application fee of One Dollar must be collected in each instance from the initiate and remitted to the undersigned. The article reads:

Every person applying for membership in The Order of Railroad Telegraphers after January 1, 1898, shall present with his petition for membership, an application for membership in the Mutual Benefit Department, properly filled out, together with the fee therefor. At the time of his initiation, the application for membership in the Mutual Benefit Department shall be forwarded by him to the Secretary and Treasurer. If such application for insurance is rejected, such rejection shall in no way affect his membership in the Order, but such applicant shall be known as a non-beneficiary member. Forfeiture of membership in the Mutual Benefit Department on the part of anyone coming under the provisions of this law, shall cause the member so forfeiting to

stand suspended from the Order without further notice until reinstated in the Mutual Benefit Department.

Members of the Order whose dues and assessments are not fully paid within sixty days from the beginning of the semi-annual dues periods, shall forfeit their membership in the Mutual Benefit Department without further notice.

Suspensions and reinstatements under this section will be made by the Secretary and Treasurer, and will be reported by him to the Local Secretary. No member reported by the Secretary and Treasurer as suspended under this law, shall be permitted to participate in any of the privileges of membership until he has been reported as reinstated by the Secretary and Treasurer.

H. B. PERHAM,
Secretary and Treasurer.

Baltimore and Ohio Railroad.

Notice to Members:—

All members of the Order employed upon the Baltimore and Ohio Railroad, who have not already done so, should remit at once the amount of Two Dollars account of the General Committee's Special Assessment No. 7, to Bro. E. J. Stephens, Secretary and Treasurer General Committee, 1018 N. Mount St., Baltimore, Md.

This assessment was declared on March 30, 1899, and should receive the prompt attention of all members employed upon the Baltimore and Ohio Railroad.

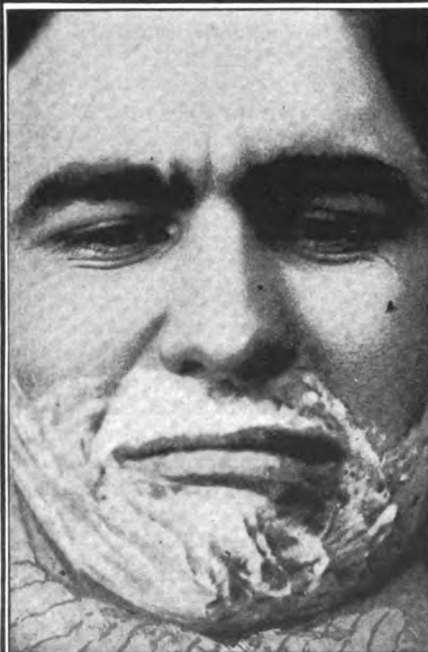
You understanding the importance of this matter, further comment is not necessary.

With best wishes, we are,

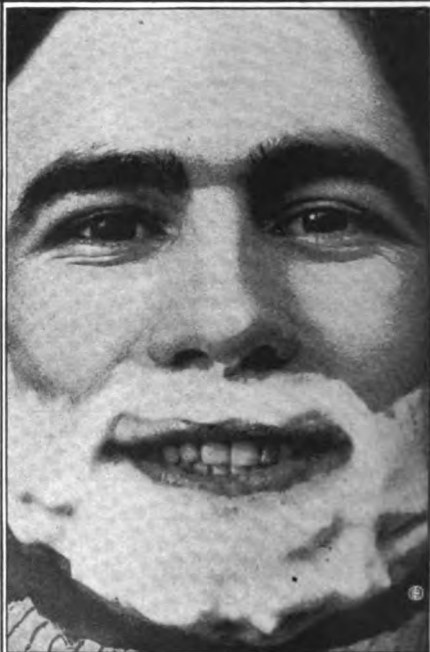
Yours in S. O. and D.,
E. J. STEPHENS,
S. & T. Gen'l Com.,
1018 N. Mount St.,
Baltimore, Md.

W. EDGAR FRASHER,
Chairman Gen'l Com.,
1011 Tienton Place,
Wilmington, Del.
Wilmington, Del., July 1, 1899.

WILLIAMS' SHAVING SOAP



This is how he looked when he tried a substitute for Williams' Soap, which his dealer urged upon him.



This is his expression when he had again procured the "Old Reliable" Williams' Shaving Soap.

DON'T be persuaded to buy something represented to be "just as good as WILLIAMS' SHAVING SOAP, and a little cheaper." The dealer may make a trifle more, but you'll be sad. Instead of the Big, Thick, CREAMY Lather, and the SOOTHED, REFRESHED, VELVETY FEELING of the face, that comes after shaving with WILLIAMS' SOAP, the chances are that you'll get one of the thin, frothy, quick-drying kinds that dull the razor and leave your face parched and drawn and smarting, if nothing worse.

It DON'T PAY to take chances on SHAVING SOAP. 99 out of every hundred men will tell you that Williams' are the ONLY PERFECT shaving soaps.

Williams' Shaving Soaps are used by all first-class barbers, and are sold everywhere.

Williams' Shaving Stick, 25 cts.

Luxury Shaving Tablet, 25 cts.

Genuine Yankee Shaving Soap, 10 cts.

Williams' Glycerated Tar Soap, 15 cts.

Williams' Shaving Soap (Barbers'), 6 round cakes, 1 lb., 40 cts. Exquisite also for Toilet. Trial tablet for 2-cent stamp. By mail if your dealer does not supply you.

THE J. B. WILLIAMS CO., GLASTONBURY, CONN.

301

VOL. XVI, No. 8

AUGUST, 1899

THE
RAILROAD TELEGRAPHER

PUBLISHED AT PEORIA, ILL.

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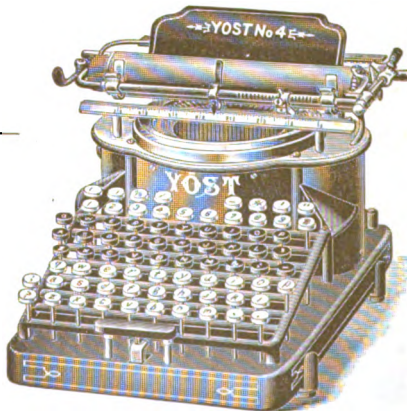
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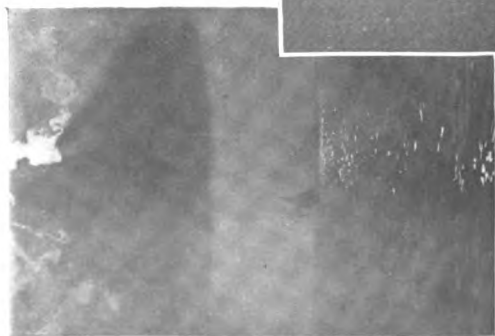
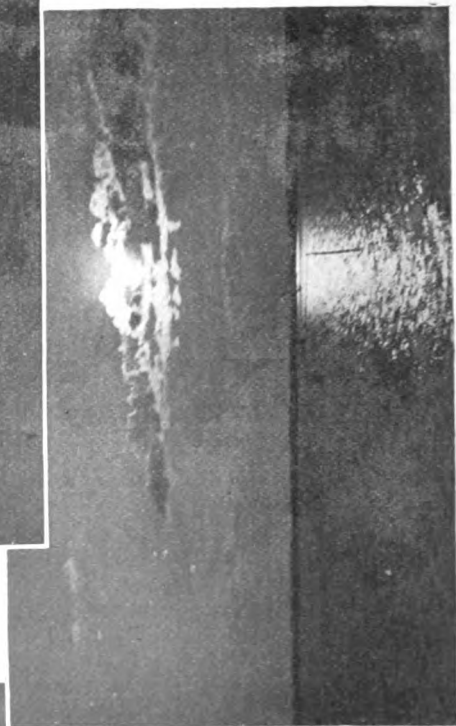
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THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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ILL., AS SECOND CLASS MATTER.
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VOL. XVI.

AUGUST, 1899.

No. 8

EDITORIAL

Are Telegraphers Non-Producers?

IT IS frequently asserted by railroad officials that they object to increasing the expenses of the telegraph department because that department brings no revenue to the company. They say that they regard the department as more in the nature of a convenience than a necessity, and argue that on that account it should be run for the very least possible cost. If telegraphers could be induced to believe that it might be a good reason for subsidizing in their demands and allowing their employers to dictate the price at which they shall sell their labor, and that is the privilege that such people are anxious to have and maintain. But a little consideration of the subject leads to the conclusion that there is no particular department in the railway service that can be considered any more of a producer than any other. For instance, the men who are employed in the maintenance of the way department have no direct connection with the revenues or the increasing of the income of the company. The men in the motive power department are simply working for wages. They

are in the habit of declaring that without them the "wheels wouldn't turn," but without other classes there would not be any need for them to turn if they could. The shopmen, carmen and many others are in the same category. Their work has nothing to do with the matter of acquiring business for their employer that would otherwise not be transacted or perhaps go to a rival company. The fact is that the railroad can not be run without them or they would not be employed. There is nothing of an eleemosynary character about the modern railroad company. They are organized for business purposes and their sole object is profit.

If there is one class more than another entitled to respectful consideration from the management (not that any such claim is made) it is the class that comes in contact with the patrons of the company, such as agents and telegraphers, who, by tact, courtesy and alertness, can hold the company's business together and win for it every pound of freight and every passenger to be carried.

Anyone looking into the question in an impartial way will find that railway employees are interdependent one upon the

other. Like cogs on a geared wheel, one cog is of no more importance than the other, but each cog is as essential as any other. For good and effective work, each cog must be of the same dimensions, and on the same

premises is not universally admitted, but as the spirit of federation expands and men get to be more tolerant by means of social intercourse and increased intelligence there is no doubt that they will at last be accepted as true. The companies' agents, nearly all of whom are telegraphers, secure the business, collect the cash and keep the accounts. As the Scotch say, "Many a mickle makes a muckle," the receipts of a railroad are gathered by the agents at the numerous stations, and it is from these receipts all wages are paid.

Class consciousness is a common weakness among railroad men, but union meetings are pulling it down. The telegrapher who is wearing his life away by too close confinement in the office is entitled to as much consideration as any other railroad employe. He is an absolute necessity in the present arrangement of production and transportation; therefore, he, in common with other railroad employes, is as



GREAT NECK.
Courtesy — Long Island Railroad.

principle, each class in the railroad service must be recognized as equal in importance.

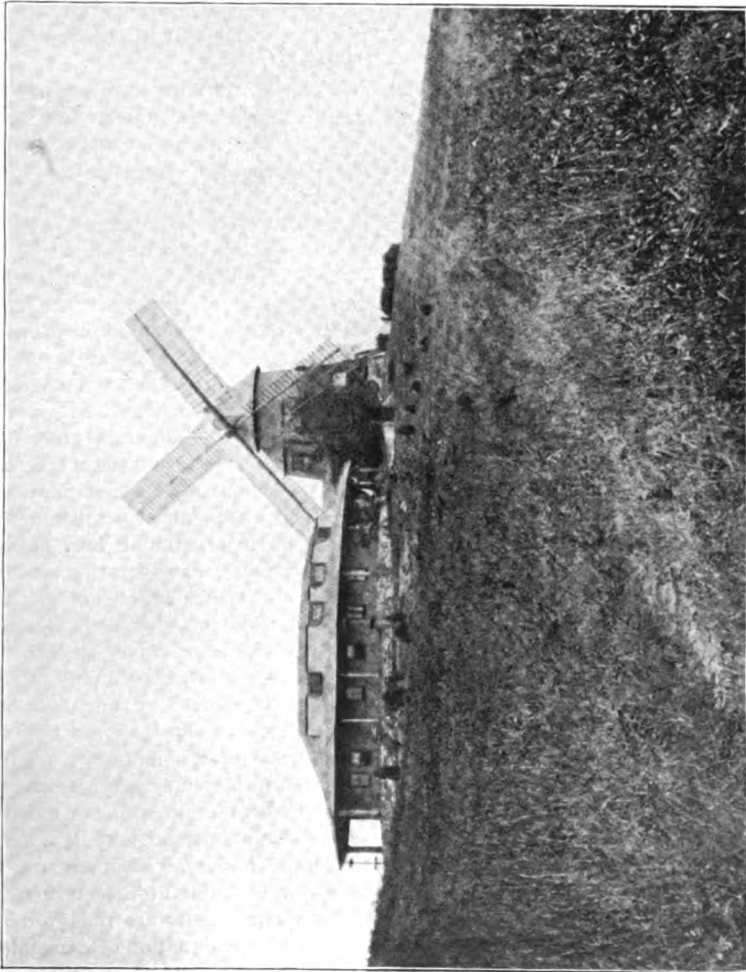
At the present time the truth of these

much a producer as the farmer who raises wheat. He does not contend for more consideration than anyone else, but he will not be satisfied with any less.

The Peace Conference.

THE Peace Conference at the Hague was a remarkable assemblage from many points of view. Of the 1,600,000 people who constitute the population of the entire world, about 1,400,000,000 were represented in that gathering. The Central and South American nations and a few small

000,000. France paid Germany \$1,000,000,000 as an indemnity at the end of the conflict of 1870-1. In addition to this outlay, says *Leslie's Weekly*, the war cost France, it was estimated, \$3,000,000,000. The Civil War cost the United States \$10,000,000,000. England, France, Turkey, Sardinia and Russia spent \$4,000,000,000 in the war of the Crimea. The Napoleonic wars from 1800 to 1815, cost



A QUAIN HOUSE. SHINNECOCK HILLS, L. I. Courtesy — Long Island Railroad.

states in Africa and Asia are the only countries which were absent.

The object of the assemblage—the diminution in the number, extent and destructiveness of wars—is as beneficent a purpose as ever received the attention of nations. The Spanish-American war will cost about \$300,-

the nations which participated in them, it has been figured, \$25,000,000,000. The Nineteenth Century's wars have resulted in a direct money loss of at least \$75,000,000,000, for not all of even the important conflicts of the last 100 years have been mentioned in this list.

The Eighteenth Century wars, which were far more numerous than those of the present century, must have footed up, according to the most reliable estimates, \$125,000,000,000 or \$150,000,000,000. This calculation leaves out altogether the sacrifice of life, and the money value, based on the average productive power of each person, of the lives lost. A calculation which would cover the money expenditure involved in the wars which have taken place since the beginning of the Christian era would go up into the dizzy heights of arithmetic.

The most important proposition looking to the establishment of a permanent arbitration tribunal received the votes of sixteen countries, and this is undoubtedly the most important work done by the conference, as it paves the way for much better things in the future. The establishment of a permanent peace tribunal makes the conference a memorable one, and, from a humane point of view fully repays the Czar of Russia for bearing the brunt of taking the initiative in such a proposal and vindicates his actions.

The establishment of such a tribunal will not put an end to war, but it will tend to make war of less frequent occurrence and a consequent acceleration of humanity's progress. It may be the beginning of the end of wars among civilized people, for when people see that there is a peaceful way of settling disputes they will not be very long in doing away with the enormous expense of large armaments.

The *London Standard* says: "It must be a source of pride to Russia to know that she carried with her, in agreeing to all the conventions, declarations and resolutions, a majority of the nations represented. True, the minority which makes important exceptions and reservations includes such powers as Great Britain, the United States, Germany, Austria, Japan and Italy. Still Russia can console herself with the support not only of France, Belgium, Bolivia and Brazil, whose opinions on such topics as the laws of maritime warfare, the limitations of the calibre of naval ordnance and the pattern of rifle bullets, must carry weight, even if they conflict with the British admiralty and the German war office."

The following excerpts from the articles

of agreement give some idea of the methods to be pursued:

"With the object of facilitating an immediate recourse to arbitration for international differences not regulated by diplomatic means, the signatory powers undertake to organize in the following manner a permanent court of arbitration accessible at all times and exercising its functions, unless otherwise stipulated between the contending parties in conformity with the rules of procedure inserted in the present convention.

"This court is to have competency in all arbitration cases, unless the contending parties come to an understanding for the establishment of special arbitration jurisdiction.

"An international bureau established at the Hague and placed under the direction of a permanent secretary general will serve as the office of the court. It will be the intermediary for communications concerning meetings. The court is to have the custody of archives and the management of all administrative affairs.

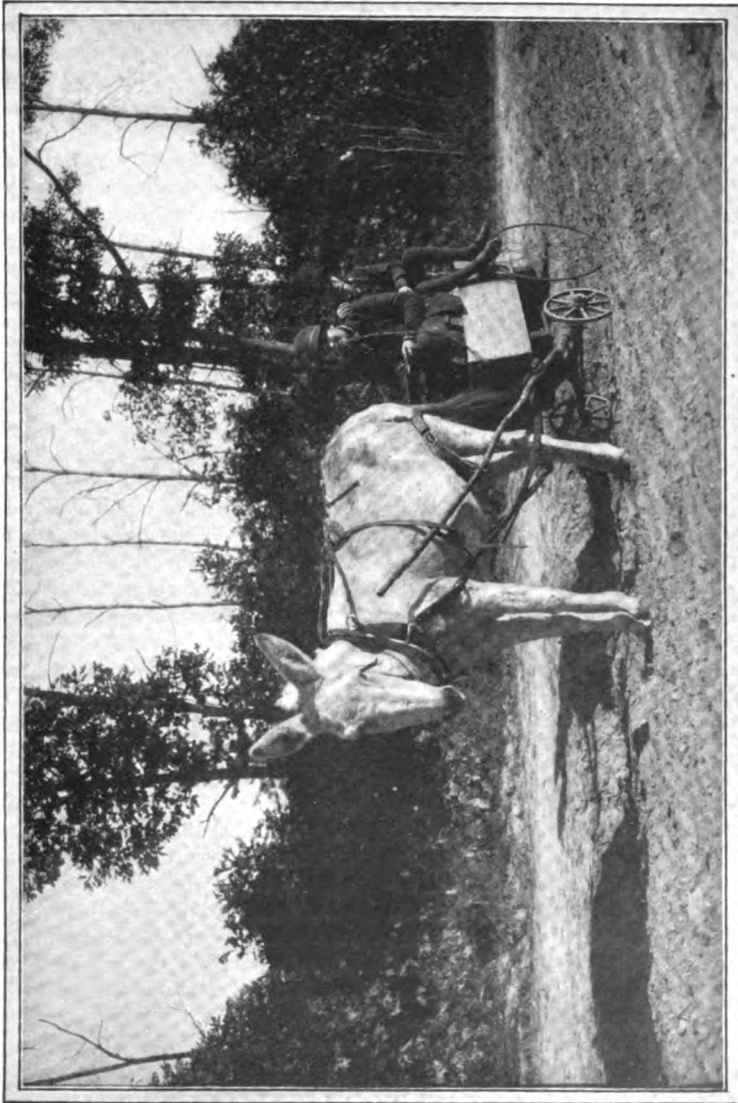
"Each of the signatory powers shall appoint within three months of the ratification of the present article, not more than four persons of recognized competence in questions of international law, enjoying the highest moral consideration and prepared to accept the functions of arbiter. The persons thus named will be entered as members of the court on a list which will be communicated by the bureau to all the signatory powers. Any modification of the list will be brought by the bureau to the knowledge of the signatory powers. Two or more powers may agree together regarding the nomination of one or more members and the same person may be chosen by the different powers. Members of the court are to be appointed for the term of six years. The appointments are renewable. In case of death or resignation of a member of the court the vacancy is to be filled in accordance with the regulations made for the original nomination.

"The signatory powers who desire to apply to the court for a settlement of differences shall select from the general list a number of arbitrators to be fixed by agreement. They will notify the bureau of their

intention of applying to the court and give the names of the arbitrators they may have selected. In the absence of a convention to the contrary, an arbitral tribunal is to be constituted. Arbitrators thus nominated to form an arbitral tribunal for a matter or

"The powers not signing the convention may apply to the court under the conditions prescribed by the present convention.

"The signatory powers may consider it their duty to call attention to the existence of the permanent court to any of their



A MUTE PROTEST.

CYCLE PATH OBJECT LESSON.

Courtesy — Long Island Railroad.

question will meet on the date fixed by the contending parties.

"The tribunal will usually sit at the Hague, but may sit elsewhere by consent of the contending powers.

friends between whom a conflict is threatening, which must always be regarded as a tender of good offices.

"A permanent council, composed of the diplomatic representatives of the signatory

powers residing at the Hague, and the Netherland's foreign minister, who will exercise the functions of president, will be constituted at the Hague as soon as possible after the ratification of the present act.

"The council will be charged to establish and organize the international bureau which will remain under its direction and control. The council will notify the powers of the constitution of the court and arrange its installation, draw up the standing orders and other necessary regulations, will decide on the questions likely to arise in regard to the working of the tribunal, have absolute powers concerning the appointment, suspension or dismissal of functionaries, and of employes, will fix the emoluments and salaries and control the general expenditure. The presence of five members at duly convened meetings will constitute a quorum. Decisions are to be taken by a majority of the votes. The council will address annually to the signatory powers a report of the labors of the court, the working of its administrative services and of its expenditure."

Optimistically inclined people can see in this arrangement a beginning of the end of war, for who can doubt that an appeal to the good reasoning faculties of any person or persons is a better way than the final arbitrament of war? Right is not always with the most powerful, but the most powerful should always be willing to do right.

Reduced Railway Travel.

IN SOME sections of the country railroad officials are puzzled over the fact that passenger traffic is decreasing, when everything connected with the railroad business indicates that it should increase. In some instances where freight business has increased within the past year to such an extent that neither motive power nor rolling stock can be found to meet the demand, passenger receipts show a remarkable falling off without any visible cause. According to reliable authority, the passenger traffic of Boston reached its maximum in 1893, with 55,000,000 passengers. In 1898 it had fallen off to 46,500,000, a decrease of 8,500,000 passengers.

Taking the whole State of Massachusetts, the number of passengers carried by the

steam roads in 1893, was 121,807,945; in 1897 it had fallen to 102,743,890, and in 1898 to 101,940,722. Here is a loss of nearly 20,000,000 passengers in five years, while the Boston business, which forms over a third of the whole, records a loss of about 6,000,000 passengers, or less than a third of the whole loss.

A study of the problem will disclose the truth, that there are three factors mainly responsible for this changed condition, factors that will have to be reckoned with on account of rapidly changing conditions.

First—Commercial combinations are being perfected to such a degree that a large number of traveling salesmen have found their services dispensed with. The employers find that there is no use for salesmen traveling around on expense talking up goods that the people must buy anyway, and when they buy there is practically only one firm to buy from, and their prices are established as firm as a rock.

The envelope combination, for instance, sends out a price list to dealers everywhere; it has raised its prices more than once this year, and given due notice in advance that it will do so again on a certain date. And it did so and saw that it was good, and after a little while gave notice that they would do it again. What use could there be under such desirable circumstances for traveling salesmen? They would be a useless and altogether unnecessary expense.

This is only one example out of many, and it was chosen because it was a difficult combination to get together, and still more difficult to keep together, but that it has been done is sufficient evidence that all industries can eventually be combined. It does not take large capital or superior skill to make envelopes. The process of combining interests is going on insidiously in almost every line of trade, and a return to the individual competition of the past is not to be thought of.

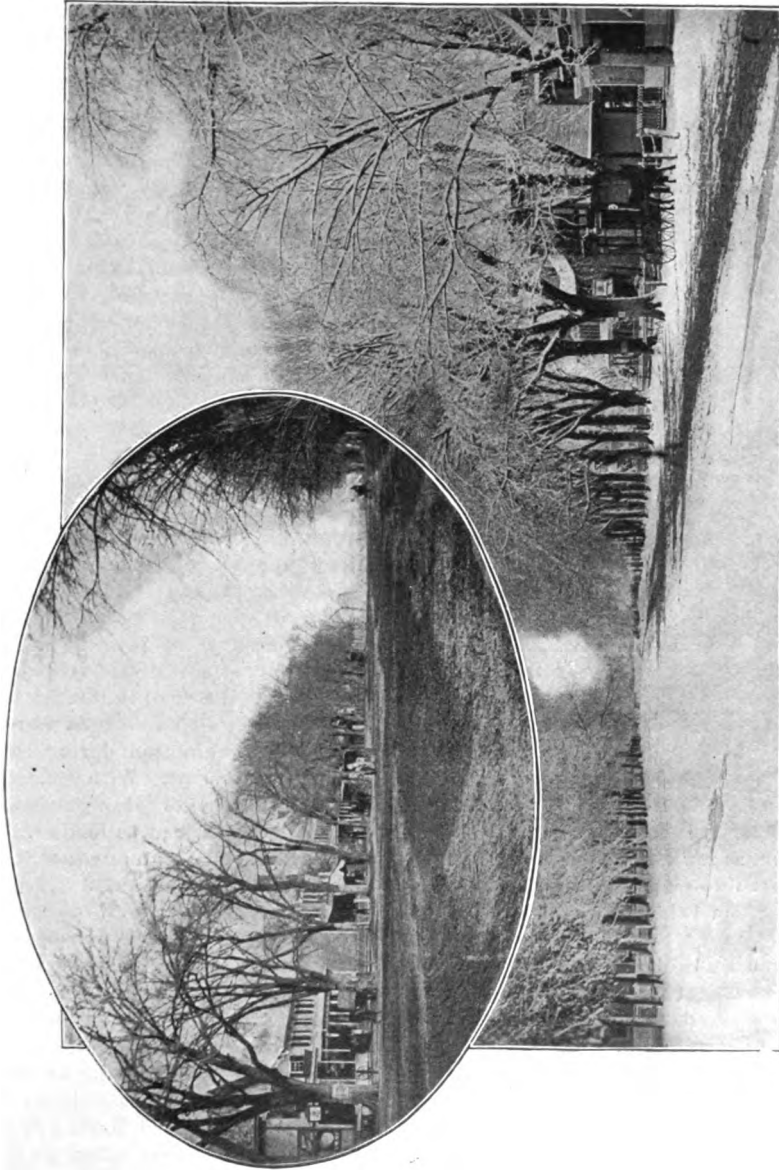
Second—Trolley lines have become sturdy competitors for suburban and interurban traffic, and it is safe to say that the effect of electric competition is only just beginning to be felt.

Trolley line paralleling of steam roads has progressed so far in the east that almost the entire journey may now be made from Boston to New York by electric roads. A man

and his wife recently took the trip and covered the 239 miles in fifty-six hours, of which twenty hours were spent in actual travel, three hours in a steam train, and thirty-three hours "divided between hotel stops and waiting for the cars."

two days and a half, riding for twenty-nine hours of the time on thirty different electric lines.

The lines now under construction, considered in connection with the proposed lines that are keeping engineers busy, por-



EASTHAMPTON, N. Y. SUMMER AND WINTER. *Courtesy—Long Island Railroad.*

Another adventurous party, a man and three women, made the journey from Yonkers, N. Y., to Boston, 205 miles, in about

tend a revolution in the passenger traffic in the near future.

The third factor is that of the long dis-

tance telephone. The country is being interlaced with a network of telephone lines, and they are coming into more general use every day. When it is possible to talk plainly and distinctly to a man four or five hundred miles away, it is far easier to do that than to take a journey in a railroad train, regardless of the elegance and luxury of modern railroad equipment. To a man whose time is valuable, the economy of the arrangement makes a powerful appeal.

The revenues of the telegraph companies do not seem to have been affected unfavorably by the increased use of the long distance telephone, but the officials of the passenger departments of railroads have cause to look askance at the inroads made by their mercurial competitor.

The Interstate Commerce Commission Report.

FROM summaries which will appear in the Eleventh Statistical Report of the Interstate Commerce Commission, prepared by its statistician, some interesting figures are obtained, and the general improvement in business is indicated. It shows that the number of persons employed by the railways of the United States, as reported on June 30, 1898, was 874,558, which is equivalent to 474 employes per 100 miles of line. As compared with the number of employes for the previous year, there was an increase of 51,082. The number of employes on June 30, 1898, was 956 in excess of the number on June 30, 1893, and 89,524 in excess of the number on June 30, 1895. The employes of railways, as reported to the Commission, are divided into eighteen classes. It thus appears that on June 30, 1898, there were in the employ of the railways 37,939 enginemen, 38,925 firemen, 26,876 conductors, and 66,968 other trainmen. There were 47,124 switchmen, flagmen, and watchmen. A distribution of employes conforming to the four general subdivisions of operating expenses shows that the services of 32,431 employes were required for general administration, or 18 per 100 miles of line; 261,866 for maintenance of way and structures, or 142 per 100 miles of line; 171,600 for maintenance of equipment, or 93 per 100 miles of line, and 398,907 for conducting transportation, or 216

per 100 miles of line. This statement does not include 9,754 unclassified employes.

The report contains a comparative statement of the average daily compensation of the different classes of employes for the seven years, 1892 to 1898. There is also given in the report a summary which shows the total amount of compensation reported as paid to the railway employes of the country during the four fiscal years ending June 30, 1895 to 1898. This summary shows that the aggregate amount of wages and salaries paid during the year ending June 30, 1898, to more than 99 per cent. of the persons on the pay rolls of railways, was \$495,055,618, the increase, as compared with the preceding year, being \$29,454,037. This amount of compensation represents 60.52 per cent. of the total operating expenses of railways and 39.69 per cent. of their total gross earnings, or \$2,681 per mile of line.

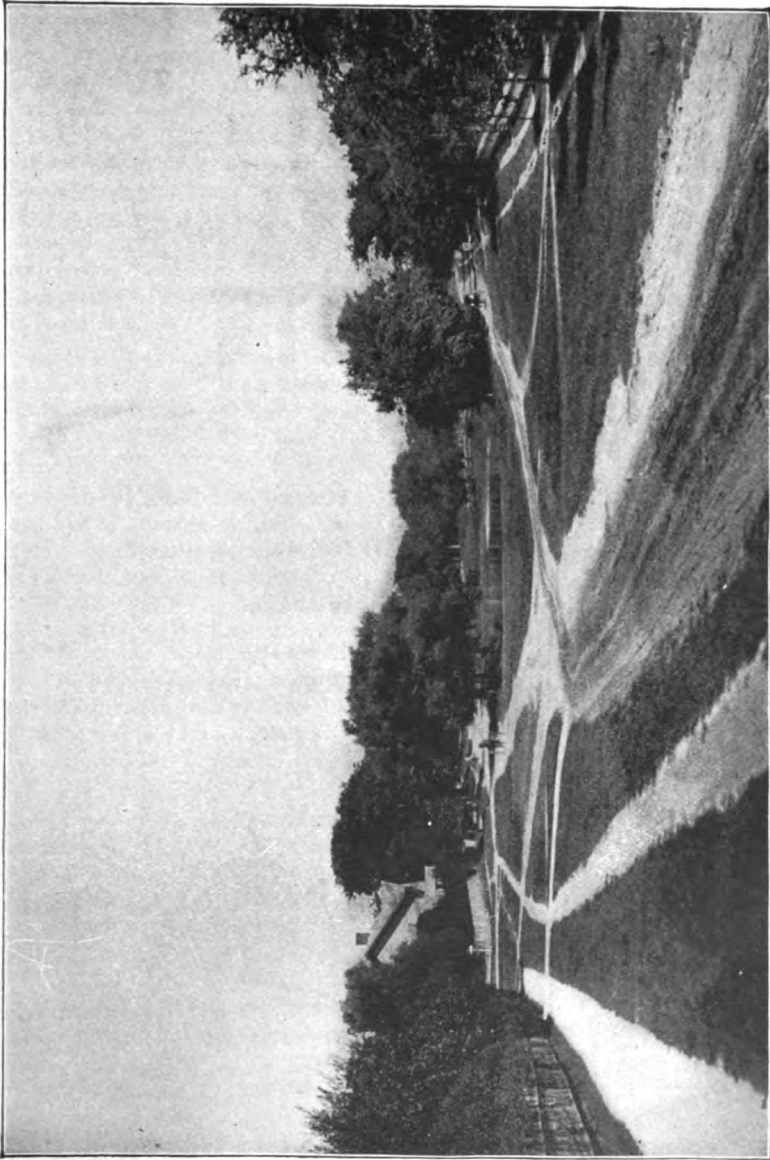
One of the subjects touched upon by the report shows that little improvement has been made in the matter of protecting employes from injury and death. It is to be hoped that when automatic couplers and standard height draw bars become the rule, that a better showing will be made.

The total number of casualties to persons on account of railway accidents during the year ending June 30, 1898, was 47,741. The aggregate number of persons killed as a result of railway accidents during the year was 8,859, and the number injured was 40,882. Of railway employes, 1,958 were killed, and 31,761 were injured during the year covered by this report. With respect to the three general classes of employes, these casualties were divided as follows: Trainmen, 1,141 killed, 15,645 injured; switchmen, flagmen, and watchmen, 242 killed, 2,677 injured; other employes, 575 killed, 13,439 injured. The casualties to employes resulting from coupling and uncoupling cars were, persons killed, 279; injured, 6,988. The corresponding figures for the preceding year were, killed, 214; injured, 6,283.

The casualties from coupling and uncoupling cars are assigned as follows: Trainmen, killed, 182, injured, 5,290; switchmen, flagmen, and watchmen, killed, 90, injured, 1,486; other employes, killed, 7, injured, 212. The casualties resulting from falling from trains and engines are assigned as follows: Trainmen, killed, 356, injured, 2,979; switch-

men, flagmen, and watchmen, killed, 50, injured, 359; other employes, killed, 67, injured, 521. The casualties to the same three groups of employes caused by collisions and derailments were as follows:

The number of passengers killed during the year was 221, and the number injured was 2,945. Corresponding figures for the previous year were 222 killed, and 2,795 injured. In consequence of collisions and



MAIN STREET, EASTHAMPTON, L. I. *Courtesy* — Long Island Railroad.

Trainmen, killed, 262, injured, 1,367; **switchmen, flagmen, and watchmen**, killed, 13, injured, 69; **other employes**, killed, 38, injured, 367.

derailments 72 passengers were killed, and 1,134 passengers were injured during the year embraced by this report. The total number of persons, other than employes and

passengers, killed was 4,680, injured, 6,176. These figures include casualties to persons classed as trespassers, of whom 4,063 were killed, and 4,749 were injured. The summaries containing the ratio of casualties show that 1 out of every 447 employes was killed, and 1 out of every 28 employes was injured. With reference to trainmen — including in the term enginemen, firemen, conductors, and other trainmen — it is shown

that 1 was killed for every 150 employed, and 1 was injured for every 11 employed. One passenger was killed for every 2,267,270 carried, and 1 injured for every 170,141 carried. Ratios based upon the number of miles traveled, however, show that 60,542,670 passenger-miles were accomplished for each passenger killed, and 4,543,270 passenger-miles accomplished for each passenger injured.

Editorial Notes

For wage-earners, true independence lies in organization.

The target system of organizing is coming into more general use daily.

Are you a purposeless payer of dues or a hustler for the new time that is coming?

The telegraphers on the Pacific Coast lines of the Southern Pacific Railway have been granted a first-class schedule.

One hundred and fifty designs were submitted for the O. R. T. emblem. Some of them were very tastefully gotten up.

People will no longer be contented with the dollar a day prosperity of the past. Organizations of labor are changing all that.

The messenger boys in the large cities are reaching out for a little prosperity. In several different cities they struck for increased pay.

The Peace Conference adjourned. Not much was accomplished, but the way has been paved for a conference in the future that will mark an epoch in the history of civilization.

"Where the vanguard halts today
The rear will rest tomorrow."

The telegraphers on the Long Island Railroad and New York and Rockaway Beach Railway are now working under a schedule. It is dated July 1, 1899.

Instead of interest in the organization diminishing on account of the hot weather it increases. We have more fraternal news this month than can be accommodated. A good sign.

Retribution comes to us all one way or the other. Even the man who writes on both sides of the paper, misspells names and writes up good brothers as non-members will not escape.

Organizing by correspondence can be done among telegraphers without creating a ripple of excitement among the subordinate officials. It saves them from worrying about the inevitable.

When writing about change of address, it would help out to put the information on a slip of paper by itself in order that it could be passed from one department to the other without getting side-tracked.

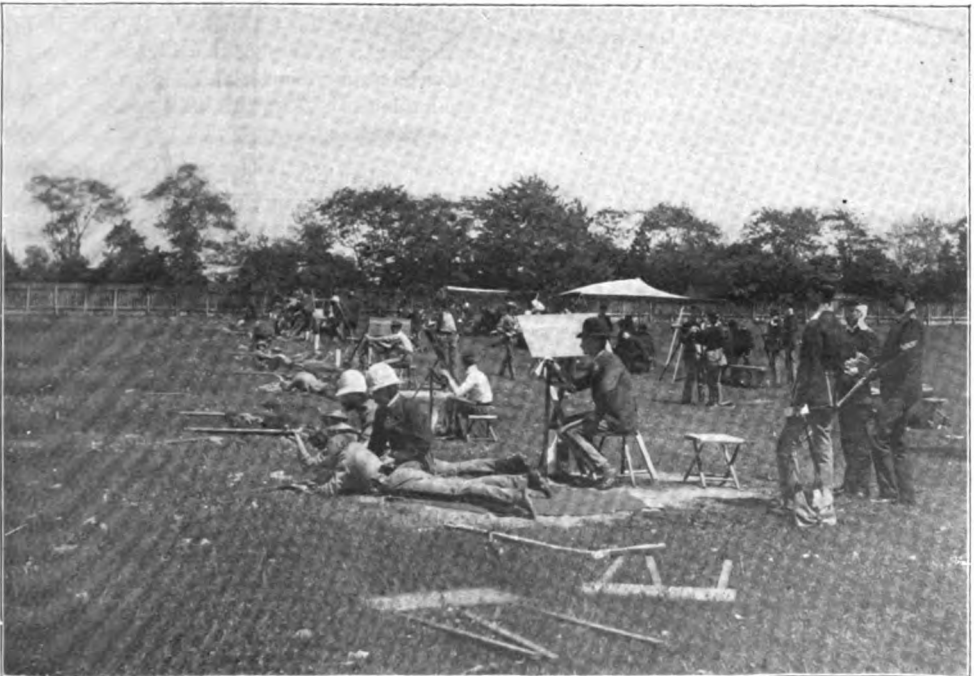
There is an old philosopher's saying "The firefly shines only when on the wing; so it is with the mind — when once we rest we darken." Every division of the Organization that has rested up after a period of activity knows what that means,

The Interstate Commerce Commission places the number of people employed by the railroads of the country at 828,825 on July 1, 1896. These people work for the railroad companies direct. The number of people who work for the railroads indirectly can be gathered from the census report.

The idea that telegraphy is merely a convenience and not a necessity, as a railroad official remarked recently, is not one to be entertained for a moment by sane business men. It is the most important function in business life today and neither commerce nor railroads could get along without it. The telegraphers hold the commercial prosperity of the world in their hands, and if they cared to do so could dictate the terms of their employment.

Inquiries have frequently been made for books showing electrical connections and at last one has been published with diagrams

so plain that anyone may understand. A Pocket Edition of Diagrams and Handbook for Telegraph Engineers, by Willis H. Jones, of New York, is a book upon this subject that is strictly up-to date, with the best collection of diagrams for practical purposes that has ever been published. The preface says "The purpose of this book is to place before telegraphers a pocket edition of diagrams which shall take the place of the incomplete and more or less inaccurate drawings which nearly every chief operator, lineman and student carries about with him." The diagrams show the most recent methods employed by up-to-date electrical engineers in constructing, connecting and arranging telegraph apparatus. The table, rules, formula, etc., contain valuable information. The work is bound in flexible leather, printed on heavy paper and contains a number of blank pages for memoranda. The Secretary and Treasurer will be pleased to mail a copy of the book to any address upon receipt of \$1.



CREEDMORE, L. I. Courtesy — Long Island Railroad.

THE MUTUAL BENEFIT DEPARTMENT

A SSESSMENT NO. 12 IS DUE ON AUGUST 1, 1899. TIME FOR PAYMENT EXPIRES SEPTEMBER 30, 1899.

CLAIM NO. 8.—Amount \$300 was paid July 27th to Grace Huffer, of Lewisville, Texas, the sister of Bro. George T. Huffer, of Missouri, Kansas and Texas System Division, No 22, who died April 1st from the effects of spinal meningitis.

CLAIM NO. 13.—Amount \$300 was paid July 27th to Mrs. Elnora Lanier, of Hurt, Va., the widow of Bro. David C. Lanier, of Washington, D. C., Division No. 171, who died April 25th, from congestion of the brain.

CLAIM NO. 14.—Amount \$300 was paid July 27th, to Miss Emily E. Ragland, of South McAlester, I. T., the widow of Bro. E. E. Ragland, of St. Louis and San Francisco Railway System Division No. 32, who was accidentally drowned April 25th.

The true secret of health and long life lies in very simple things:

Don't worry. Don't hurry. Don't over-eat. Don't starve. Fresh air day and night. Sleep and rest abundantly. Spend less nervous energy each day than you make. Be cheerful. "Work like a man, but don't be worked to death." Avoid passion and excitement. Associate with healthy people; health is contagious as well as disease. Don't carry the whole world on your shoulders, far less the universe. Trust the Eternal. Never despair; "lost hope is a fatal disease."

Chicago Medical Times.

On account of there being no assessments in this department for the months of January, March, June, September and December, it has been ruled by the Insurance Committee that all holders of certificates issued fifteen days prior to the date on which an assessment becomes due, shall be subject to the preceeding assessment. Under this ruling, holders of certificates issued between December 1st and January 15th, are liable to the November assessment; holders of certificates issued between March 1st and March 15th are liable to the February assessment; holders of certificates issued between June 1st and June 15th are liable to the May assessment; holders of certificates issued between September 1st and September 15th are liable to the August assessment.

The attention of certificate holders is called to the necessity of having the beneficiary in their certificate changed in case of marriage after the certificate is issued, or in case of the death of the beneficiary named, in order to avoid legal complications. The laws of the State of Illinois, under which we are operating, gives to the insured the absolute right to name his beneficiary within the laws governing the society or association in which he is insured. If a member holds a certificate issued to him with his parents or other relatives named as beneficiary, and is afterward married and fails to return the certificate to this office for change in beneficiary prior to the time of his death, the wife cannot collect one cent of the certificate except by consent of the beneficiaries named. All holders of certificates should see to it that their certificate is payable to the party or parties to whom they desire the amount of said certificate paid.

Gleanings

Brewery engineers and firemen of Buffalo, N. Y., enforced a new wage scale.

* * *

Strike of coal miners at Niantic, Ill., which has been on for nine months, has been settled.

* * *

Pattern makers in a number of shops in Greater New York and Jersey City won the nine hour day.

* * *

The Scottish typographical association reports no strikes for a year, and has \$50,000 in its treasury.

* * *

London, England, trades council sent a first installment of \$500 to the locked out workers in Denmark.

* * *

I never knew a man to escape failure in either body or mind who worked seven days in the week.—*Sir Robert Peel.*

* * *

At the railway stations in Russia books are kept in which passengers may enter any complaint they may wish to make.

* * *

Eighty-four per cent. of the native Hawaiians are said to be able to read and write. Not a bad showing for "barbarians."

* * *

In England last year 978,000 people received an increase of fifteen cents a week against 12,000 whose wages were decreased.

* * *

The Egyptians bestowed great labor on their tombs and little on their homes. They regarded the latter as mere temporary abodes, but the former they looked on as eternal habitations.

The government of Holland is inserting minimum wage specifications in its contracts for the erection of public buildings.

* * *

During the month of May the American Federation of Labor received sixty-three applications for charters, fifty-eight of which were granted.

* * *

The Waiters' and Bartenders' Union have placed a boycott on the American House, Boston, Mass., for refusing to employ union waiters and bartenders.

* * *

The Federal Industrial Commission has adjourned its regular session for two months, but several sub-committees will work on matters of detail in the interval.

* * *

More than half the population of Porto Rico live on five cents a day or less. It would seem that they have to, as skilled workmen, such as bricklayers, carpenters and plumbers, earn but sixty cents a day.

* * *

Laborers on the Island of Negros receive about a dollar and a half a week. But they wear neither shirts nor shoes and it suits them very well to live in a hut. Their standard and cost of living agrees with their wages.

* * *

The British admiralty has ordered two sets of instruments of Marconi's system of wireless telegraphy to be fitted to battle-ships for the purpose of communicating with each other over considerable distances during the forthcoming naval maneuvers. The instruments will be in charge of Mr. Marconi and two assistants. So far as we have learned this is the first trial to be given wireless telegraphy on naval vessels.

The most costly piece of railway line in the world is probably that between the Mansion House and Aldgate stations in London, which required the expenditure of close upon \$10,000,000 per mile.

* * *

The printers and bookbinders employed in the Government Printing Office at Washington secured an increase of wages. Forty and fifty cents per hour will be the new rate, which was authorized by act of the last Congress.

* * *

The Colorado State Supreme Court has decided the eight hour law unconstitutional, on the ground that it is class legislation; holding that unless the law applied to all kinds of labor, including farmers, it could not be effective.

* * *

Quite a number of bodies of organized labor in various parts of the country have forwarded to Washington a demand for the recall and court-martial of Brigadier General Merriam on the ground of his illegal acts against the miner's union in Idaho.

* * *

A common practice in European cities — the voting of appropriate sums to organized labor once a year, generally on Labor Day, by the city council — has been emulated in Lowell, Mass., where the city council voted \$600 toward the Labor Day celebration this year.

* * *

The 50,000 commercial travelers thrown out of employment by the consolidation of competing branches of business into non-competing trusts, form only a small part of the great army of men engaged in bread-winning pursuits whom the trusts will deprive of their means of subsistence.

* * *

Telegraph linemen, in digging a hole for a tall pole, made an unusual discovery at Sixth street and Seventh avenue north, Minneapolis, the other day. After digging seven feet the linemen encountered frozen earth, the frost belt being over a foot thick. The belt was protected by several feet of dense peat, which served as a blanket to keep out the hot air from above.

A settlement has been reached in the strike on the Akron and Cuyahoga Falls Rapid-Transit Company's lines. Ten hours are to constitute a day. Motormen and conductors receive an advance of two cents, and other employes two and one-half cents per hour. Future disputes are to be arbitrated.

* * *

The diary of Andrew Walker, railroad engineer, who died recently at Terre Haute, Ind., shows that during his fifty years of active service he guided his engine over 1,080,918 miles of track, and that during all that time no train of which he was the pilot met with an accident of a serious character.

* * *

Railway whistles inflict torture on so many people that the efforts abroad to check the plague will be followed with interest. Austria has introduced a system of dumb signaling to start and stop the trains. Belgium is trying compressed air whistles instead of steam, and Germany experiments with horns.

* * *

"Thirty years ago there were only two dozen explosive compounds known to chemists; now there are over one thousand." We wonder which one would be the most effective to use for the purpose of awakening the wage earner to the realization that organization means salvation for him in the way of a better standard of living.

* * *

The workmen of Victor, Cal., own a daily paper, the *Daily Press*. It advocates, as might be expected from wage slaves with the experience of our Colorado brethren, collective ownership of the machinery of production; in a word, socialism. It claims to be the only daily paper in the world owned by organized workmen.

* * *

An increase of ten cents a day has been made in the pay of 1,500 section men employed by the Grand Trunk. The divisions affected are from Portland to Sarina, Niagara Falls and Sarina, Fort Erie and Stratford, and Rouse's Point and Montreal. The advance is in accordance with a promise recently made by General Manager Hays.

There are 1,500 people upon the German Emperor's list of employes, including 350 women servants, who are engaged in looking after the twenty-two royal palaces and castles that belong to the crown. Their wages are small. The women receive not more than \$12.50 per month, and the men servants from \$15 to \$25 a month.

* * *

The Soudan is being rapidly covered with a network of telegraph wires. It is expected that the telegraph will be 1,000 miles south of Khartoum at the end of the year. This means the practical joining up with Uganda, and as Rhodes' telegraph is approaching Tanganyika the trans-continental telegraph may be expected to be finished early next year.

* * *

In the path of duty character is invulnerable. A man may lose his life while facing duty, but he shall not lose one whit of his manhood. It is not until one begins to shrink from duty that he begins to shrink in manhood. He who never hesitates to do right will never be troubled with the humiliating thought that he is not quite the man he once was.—*Exchange*.

* * *

A British firm has just published the *Electrical Inkless Printer*, which is said to be the first permanent publication printed by electricity, by direct positive method, and without ink or rollers. Of course, the journal is devoted to an exploitation of the method, which, it is claimed, will effect a saving of thirty per cent. even if used in connection with machinery now in vogue.

* * *

The union bakers of Kansas City, Mo., have increased their membership from seven, less than eighteen months ago, to over 200 at the present time. After the union became effective and made demands for recognition, the union men were locked out of the largest bakery in the city, and as a result a boycott was declared against the firm locking out the unions, which proved successful for the men. All the principal bakeries have signed the scale adopted by the union, and all is serene.

It is a singular anomaly that some men hold back from joining a union from independence, while others will not join for fear of their employers. The first is a blusterer and the latter is a coward, and both are dependent upon those already organized for even the pittance they are willing to accept. When either of these classes meet with threatened disaster the very first break they make is to organized labor for protection.

* * *

Here are some of the railroad earnings for the third week in July, showing the increase over the same week last year. It is a good showing.

	1899.	Inc.
Chicago Great Western.....	\$103,433	\$18,413
Chicago and Eastern Illinois.....	89,900	3,600
St. Joseph and Grand Island.....	35,114	12,190
Chesapeake and Ohio.....	245,819	16,276
Toledo and Ohio Central.....	37,586	10,999
Lake Erie and Western.....	75,039	11,202
Pittsburg and Western.....	63,282	3,670
Evansville and Indianapolis.....	7,085	1,059
Evansville and Terre Haute.....	27,809	5,826
Missouri Pacific.....	473,000	33,000
Flint and Pere Marquette.....	58,422	9,659
Peoria, Decatur and Evansville...	16,582	2,379
International and Great Western...	62,291	10,294
Cleveland, Lorain and Wheeling...	36,367	8,415
St. Louis and San Francisco.....	123,185	5,116
Baltimore and Ohio S. W.....	128,603	10,062

* * *

There are nearly, if not quite, 1,000,000 persons in the United States employed either directly or indirectly by railroad companies. On July 1, 1896, the number of such employes was given by the Interstate Commerce Commission as 826,625, of whom there were in the general administration 21,792; in the maintenance of ways and structures, 243,627; in the maintenance of equipment, 167,850; in conducting transportation, 373,747, and unclassified, 9,609. The annual increase in the number of such employes incident to the growth and extension of the railroad system of the country is from 40,000 to 50,000. For the three years succeeding July 1, 1896, the total increase has probably been 120,000, bringing up the total number of employes on the first of the month to 950,000, and 50,000 additional for those engaged by the transportation, transfer and express companies connected with the railroads brings up the total number of employes to 1,000,000.

According to the eleventh statistical report of the Interstate Commerce Commission the number of railway corporations on June 30, 1898, included in the "Statistics of Railways in the United States," was 2,047. Of this number, 1,049 maintained operating accounts, 836 being classed as independent operating roads, and 213 as subsidiary operating roads. Of roads operated under lease or some other form of agreement, 317 received a fixed money rental, 172 a contingent money rental, and 275 were operated under some form of contract or control not capable of description in a single phrase.

The operated mileage covered by mergers, reorganizations, and consolidations during the year under review was 7,220.42 miles. The corresponding figure for the previous year was 14,834.34 miles.

* * *

In an interesting article just published in the *Electrical World and Engineer*, Prof. Francis B. Crocker tells of the curious methods of the Chinese in sending telegraph messages and of the serious opposition of the natives in many parts of the empire to the modern convenience. So opposed to innovations are the natives in some districts that they cut the wires and chopped down the poles. As they have discovered, however, that the poles can be used for fuel and the copper wire is valuable, their active antagonism may not be due wholly to fanaticism. But the most curious part of the Chinaman's connection with telegraphy is his method of sending messages. As the Chinese language has no alphabet, but in its written form is composed of an infinite number of symbols, each of which represents a word, it can be seen that an extensive code is necessary. This difficulty was encompassed by means of numbers, as Prof. Crocker explains.

The human brain, according to scientists, is composed of millions of cells, each of which has stored up in it the memory of some experience of the past. When, for instance a man meets on the street a friend whom he has not seen for years and tries to recall where he last saw him, the "thought current" runs through his brain for an instant until the proper cell is located, and may in a second, according to the calculations of some scientists, travel 1,500 yards, or nearly a mile, so minute and at the same time so complex are the ramifications of the brain cells. A number of English scientists are at present devoting all their time to a study of the brain and the rapidity with which it works.—*Chicago Tribune*.

* * *

An echo from the International Council of Women assembled in London, June 27, 1890: "Public opinion holds the sceptre today. This is an age of publicity, when rich and poor, strong and weak, speak out. Let us only work on public opinion in all countries, and we shall succeed. What is war before battle but the massing together engines to kill men? What is it during battle but men dealing death blows while the ground drinks blood, and corpses lie thick as autumn leaves? What is it after battle but the sending of grief throughout the land, which nothing can assuage?"

"Should not humanity do all in its power to stop this shame to humanity? Two thousand years after the angels sang out 'peace on earth' there are wars. Let meetings be held in every nation beneath the sun, and let men say they are the patriots who seek to save the lives of men. Let justice reign, and let it go forth from this great city of London tonight, a message to the world, that justice is reigning and that peace universal will be secured."



PERSONAL MENTION

BORN.—To Bro. and Mrs. William R. Brown, on May 20th, at Hamilton, N. Y., a fine O. R. T. boy.

BORN.—To Bro. and Mrs. R. C. McClellan, of Embreeville, Tenn., June 13th, a nine pound O. R. T. girl.

BORN.—A baby girl arrived at the house of Bro. F. M. Widmeyer, of Peoria, Ill., on Wednesday, August 2, 1899.

BRO. F. E. JONES has resigned his position as assistant general manager of the Nevada Central Railroad at Austin, Nev.

WANTED.—The address of A. S. Eastman. Last heard of was in San Francisco. A. S., write me.
E. R. LANE,
Denver, Colo.

WANTED.—Address of B. W. Hayden; last heard from in Denver, Colo., about eighteen months ago.
E. WEAVER,
Erie, Kan.

DIED.—Carrie Tompkins Brown, wife of Bro. William R. Brown, on June 3d, aged twenty-seven years. Bro. Brown has the sincere condolences of the telegraph fraternity.

BRO. C. E. GARRISON, of San Marcial, N. M., has the latest model Berliner gramophone and several choice records which he desires to sell at half price. Correspondence invited.

WANTED.—The address of O. M. Graybill. He at one time worked on the Santa Fe, Union Pacific and through the East. Anyone knowing his present address will confer a favor by notifying me.

S. M. GRAYBILL,
Norman, O. T.

WANTED.—The present address of H. G. Knapp, formerly operator and dispatcher on the M. K. & T. Have some important papers for you. R. W. Keyes, Cert. 2, Div. 18, Conneaut, Ohio.

MARRIED.—Miss Phoebe C., daughter of Mrs. Elizebeth Gearhart, of Raritan, Ills., to Bro. Jno. R. Mathers, of Media, Ills, June 20th, at Mommouth, Ills. They returned to Media, Ills., July 10, 1899.

BORN.—To Bro. and Mrs. J. R. Maxwell, at Niantic, R. I., on July 10th, an eight and one-half pound O. R. T. girl. Bro. "JR" is the happiest boy on the division. Division No. 256 extends congratulations.

BRO. A. J. FLOYD has resigned his position as general agent of the Tecumseh Railway, at Tecumseh, O. T., to accept a position in the general office of the Nevada, California-Oregon Railway at Reno, Nev.

MARRIED.—At Harrisonville, Mo., July 5, 1899, Bro. C. O. Williams, agent and operator of the P. & G. R. R. at West Line, Mo., and Miss Oliva Carney, of Marionville, Mo., were united in marriage. Congratulations are extended.

WANTED.—The address of Jos. B. Mills. Last heard from was working for the Western Union in Birmingham, Ala. Think he is somewhere in the South now. Joe, if you see this, write me at Vanceburg, Ky.

H. T. MANLOVE.

BRO. NAT. G. EATON, Vice Grand Chief Carman and General Organizer of the Brotherhood of Railway Carmen, was a visitor at headquarters recently. While in Peoria he instituted a local lodge of the Brotherhood with a large charter membership.

BORN.—To Bro. and Mrs. S. C. G. Savage, of St. Phillippe De Laprairie, Quebec, June 18, 1899, a fine O. R. T. girl.

STENOGRAPHER WANTED.—We know of a vacancy for a lady stenographer; must be a member of the Order. Address H. B. Perham, Secretary and Treasurer, Peoria, Ill.

BRO. WM. G. HOFFMAN, of the Elastic Goring Weavers' Amalgamated Association, was a visitor at headquarters July 28th. He was booming the Union Gore label in particular, and all union labels in general. His home address is No. 540 Sea View avenue, Bridgeport, Conn.

WANTED.—The present address of Thos. Ganity. Last heard of was working in Great Northern Yards at Pasco, Wash. Anyone knowing of his whereabouts will confer a favor by writing to W. E. Mullins, Waubanshene, care of G. T. R. His mother is very anxious about him.

BORN.—To Bro. and Mrs. A. F. White, of Keatchie, La., on June 9th, a seven and one-half pound O. R. T. boy. The first thing he asked his dad was: What division do you belong to? When informed that it was P. & G. System Division No. 5, he said: Send for another application blank.

MARRIED.—Bro. C. B. Penland, agent at Allentown, Ohio, and Miss Eva Mercer, one of the leading belles of Jamestown, Ohio, were united in matrimony on Tuesday, May 23, 1899. Bro. Penland is one of our staunch members. The Telegraphers send congratulations to the happy couple.

WANTED.—Present address of Mr. S. N. Bain was chief train dispatcher for the N. & W. Ry., up until 1896 when he went west. Anyone knowing will greatly favor me by writing me, also stating what he is doing, and oblige

J. B. JOYNES,
No. 1614 Patterson Ave.,
Baltimore, Md.

MARRIED.—Bro. Earle G. Harrell, of Jennings, Fla., to Miss Laurie Y. Ellis, by Rev. R. R. White, of the New Street Presbyterian Church, of Macon, Ga. The marriage took place on the 17th of April in Macon, but Ted has kept it a secret until his return a few days ago from a business trip to Boston, Mass., when he was joined by the bride. They are now boarding at their new home in Florida.

MARRIED.—Bro. H. R. Barkley and Miss Fanny S. Bullock were united in marriage on July 20th, at Louisville, Ky., the Rev. Geo. E. F. Oskett officiating. Bro. Barkley is a member of K. C. P. & G. Ry. System Division No. 5, with a wide acquaintance among the telegraphic fraternity. Miss Bullock is one of the elite of Shepardsville. At home, Greenville, Ky. Congratulations are extended.

MARRIED.—Bro. T. A. Stahl and Miss Eva Snyder were quietly married at the home of the bride's parents in Bremen, Ind., August 2, 1899. After a short wedding trip they will be at home to their many friends in Bremen, where Bro. Stahl is doing the owl act for the B. & O. Ry. We extend our congratulations to the happy couple, and wish them a long, happy and prosperous journey through life together. CERT. 3105.

P. F. KEEFE, for some time Chief Conductor of Division No. 8 of the Order of Railway Conductors, at Rochester, N. Y., and the brother who received the endorsement of the railroad organizations of that state for appointment as member of the New York Railroad Commission, has been appointed special agent of the Standard Life and Accident Co., of Detroit, Mich., on the Western New York and Pennsylvania Railway, and on the New York Central Railway west of Rochester, including the City of Buffalo on both roads. Bro. Keefe is one of the stalwart organization men of that section, and he will undoubtedly make a success of his new venture. His office is at No. 20 West avenue, Rochester, N. Y.



MISCELLANY

The Southern Pacific Schedule.

THE General Committee representing the telegraphers employed upon the Pacific System and lines in Oregon of the Southern Pacific Railroad, convened in San Francisco on May 1st last for the purpose of negotiating for a schedule with the officials of that company.

The members have just concluded their labors and returned to their homes, having been successful in their mission. They were courteously received by the officials, and after a number of conferences in which difficult matters were eventually straightened out they left with the best of good feeling prevailing.

The members of the committee and their constituents are to be congratulated upon the result, which can only mean good for the company as well as the employees. Up to the time of going to press the schedule, as agreed upon, had not arrived in Peoria, although it is supposed to be on the way, but it is expected that it will be published in full in our next issue.

The salary of train dispatchers has been fixed at \$140 per month, dispatchers' operators at \$90 per month and the minimum salary for telegraphers at \$70 per month. A set of rules and regulations affecting the work of those employed in the telegraph and station department has been agreed to, which will have the effect of making life more pleasant for them in the future.

The Volta Centenary.

THE celebrations in honor of the Centenary of the discovery of the Voltaic pile at Como, Italy, were conducted on a magnificent plan. If it had not been for the fire disaster which came near destroying all the most interesting telegraphic curios of the age it would have been a very happy affair.

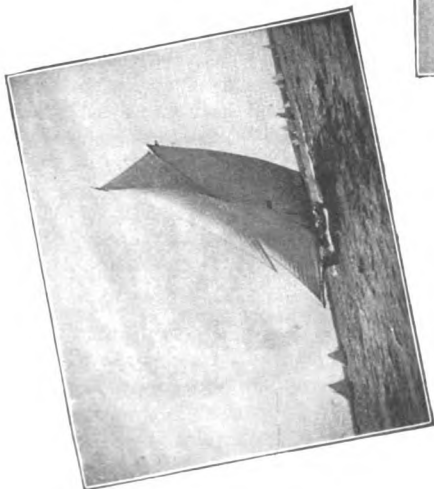
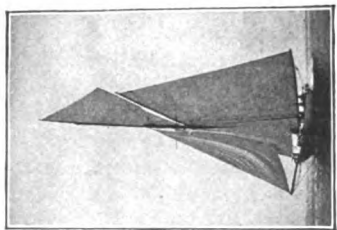
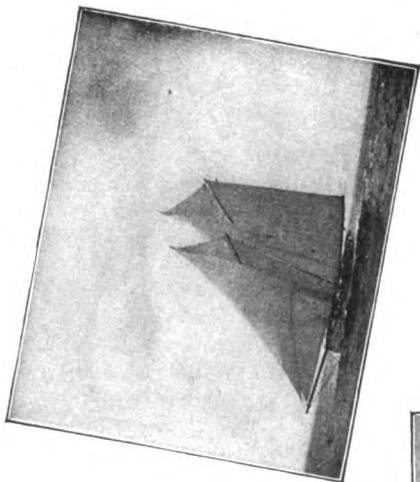
It is announced that upon the site of the electrical exposition building which was totally destroyed by fire on July 8th, new galleries are to be built at once, and the opening of the resuscitated exhibition is fixed for August 15th. Among the curios saved from the fire is one of Volta's piles — probably the earliest, says the *London Electrician* — which belongs to the Civic Museum at Como. There have also been rescued twenty manuscripts, including two passports and some diplomas; also a few letters of Volta's, twenty-nine books from Volta's library and fifty-two pictures, engravings, diplomas, medals, etc. Unfortunately, Volta's condensing electroscope and all his laboratory notes and scientific correspondence are lost. Among the interesting electrical exhibits, not directly associated with Volta, were a number of Ferraris' models and some of his manuscripts and diplomas. These have been saved, with the exception of the first model of the rotatory field, which was destroyed.

It has been decided not to abandon the arrangements for a worthy celebration of the actual centenary next September, when an international conference of scientists will be held and elaborate fetes are to celebrate the name of Volta.

Mr. Walter C. Burton, who was a delegate from the United States to the Volta Conference at Como, writes entertainingly in the *Telegraph Age* about his trip as follows:

"In the midst of a continuous round of entertainments in Italy it was exceedingly difficult to find an opportunity to write even the briefest sort of a diary of events, much less to write in detail of the many incidents and events of the celebration, nearly all of which were worthy of extended mention. Now that I am once more at home in the beautiful and progressive city of New York, second only to London in all the things

which go to make a city truly great, I desire to write somewhat more in detail of a few of the chief features of the Volta centennial.



That Italy is a beautiful country and the repository of much of the world's history and the custodian of its greatest art treas-

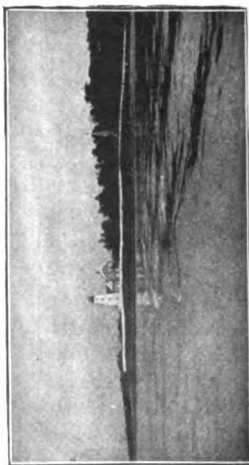
ures is perhaps generally known; that the Italians themselves are worthy residents of their beautiful land and fitting custodians of so much which all the world holds dear may not be so generally understood. In surveying in the calm light of reflection all my experiences in connection with the celebration in Italy and in the other countries of Europe, there is continually borne in upon my mind a remembrance of the fine character of the Italian people. Beautiful and intelligent women, and strong, fine looking broad-minded men are characteristic of all the cities which I had the good fortune to visit in Italy; and among the most pleasing results of my travels are the

friendships I made and the intercourse I enjoyed with Italians.

"To single out from the great number of interesting and pleasing events which crowded the two weeks of the celebration a few which were conspicuously fine is difficult. If our Italian brethren had been specially trained in the graceful art of entertaining they could not

have planned and carried out more successfully the long series of memorial deliberative and social features of the occasion.

"The most dignified, stately and impressive function was undoubtedly the unveiling on June 1st of the bronze crown and tablet which were placed upon Volta's statue at Como. A large grand stand with pretensions to architectural beauty and superbly draped with bunting and decorated with flags of all nations, and which was large enough to accommodate all the delegates, had been specially constructed in the Place Volta for the occasion; a lesser stand furnished accommodation for many other distinguished persons, and the populace of Como in large numbers occupied every

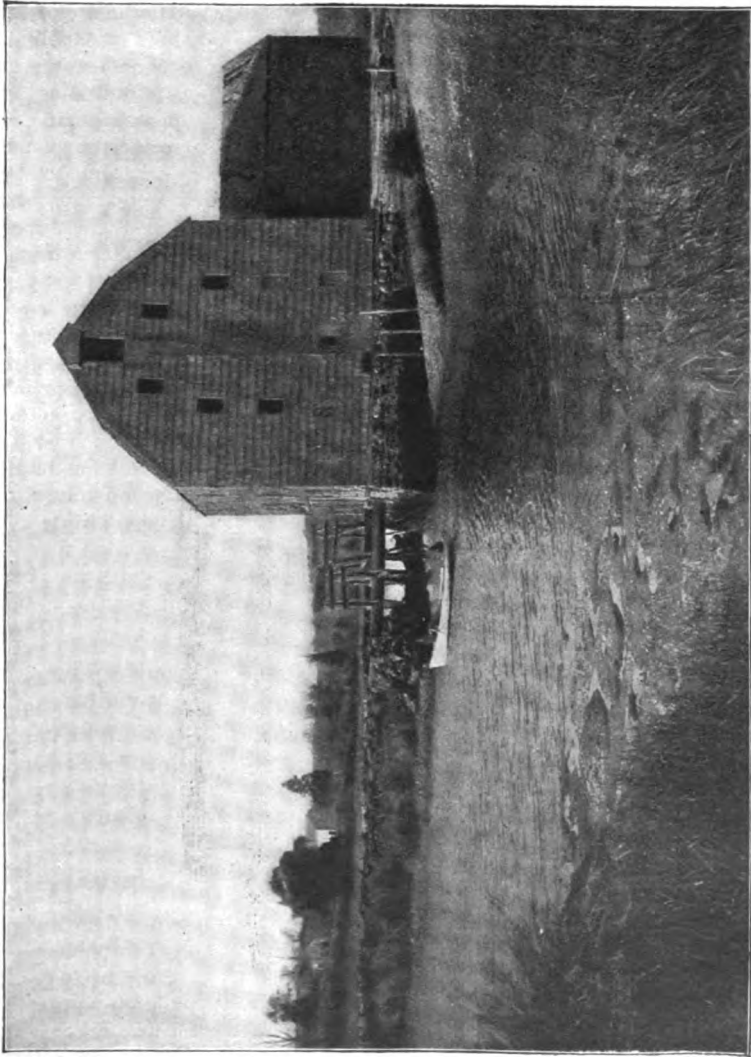


YACHTING ON THE SOUND. SANDS POINT.
Courtesy — Long Island Railroad.

available space where they might see and hear. The Civic band of Como discoursed music, and a group of battle-scarred veterans of the Italian Army added color to the scene with their bright uniforms and army banners. The oration was delivered by M. Baudot, a prominent French electrician and

the statue with uncovered heads, while the band played national anthems of various countries.

"Early in the morning of June 2d we visited the mausoleum of Volta, which is the conspicuous feature of a little country cemetery nestling on the side of a finely wooded



THE OLD MILL. POINT WASHINGTON, L. I. Courtesy—Long Island Railroad.

inventor of the Baudot printing telegraph, which is largely used in many European countries. Short speeches were made by the Mayor of Como and several others, and the impressive ceremony was concluded by all the delegates marching solemnly around

hill at Camnago, about three miles out from Como. A beautiful marble slab with a silver wreath was deposited by the French delegation and floral wreaths by many others.

"A short walk brought us to a large insti-

tution at Binda, beautifully situated at the top of one of the lesser hills near Como, which proved to be an industrial school for orphans. We were very cordially received by the head of the institution, an affable priest about 55 years of age. A small organ was brought out into the courtyard and a large number of the bright and happy looking inmates greeted us with songs of welcome. The entire place, its dormitories for 300 persons, its little hospital, and the various industrial features, lace making being the most interesting, were shown to us, and then we were escorted to the large dining hall which comfortably seated the entire party of more than 300. There we were entertained at a fine luncheon, the proverbial good priest's wine was generously provided, in quantity and quality to please the most fastidious connoisseur.

"After demonstrating our appreciation by the excellence of our appetites, we were called to order, and an address was delivered in Italian by a young monk about 35 years of age, whose fine, earnest face and splendid eloquence held the attention of the noisy diners as if by a spell. Even those who were unable to understand a word that he spoke seemed to be as much under the spell of this charming man as were his own countrymen. It was a striking illustration of that indefinable something which characterizes true eloquence, and which has the power to sound the depths of the human heart even though the spoken word may not itself be intelligible. Speeches by several others followed and then with some reluctance the genial host and head of the institution responded to the demand for a speech. He expressed the great pleasure he and his associates felt in being permitted to entertain the representatives of so many countries who had come to do honor to Volta. The enthusiasm of the delegates had been growing meanwhile, and when he finished he was seized by a number of them, hoisted upon their shoulders and carried up and down the entire length of the great dining hall, while every delegate sprang to his feet and cheered again and again. Among the many social features this particular occasion lingers very pleasantly in the memory.

"Everything at Como was done on such a royal scale that the foreign delegates soon

accommodated themselves to the situation and had resolved not to be surprised at anything. But our Italian friends seemed to have the art of working up to a climax, and notwithstanding the delightful entertainments which we had enjoyed during the preceeding three days, they returned us to Como from the farewell banquet at Bellagio with an overwhelming sense of having participated in what was undoubtedly one of the most ideal excursions ever enjoyed by man. The sense of continuing friendships, the excellent arrangements, the care for our comfort on the steamer, the splendid character of the banquet, and the surpassing beauty of the surroundings, conspired to write Saturday, June 3, 1899, upon the ineffaceable diary of our memories in letters of living light.

"Accompanied by the civic band, an excellent aggregation of local musicians, we boarded a special steamer, gaily bedecked with bunting and flags. Leaving Como at 10 a. m., we sailed for two hours up Lake Como, its banks ranging from 500 to 1,900 feet in height. Every mountain densely wooded from base to summit, with here and there a little village nestling close to the water's edge, and here and there a beautiful chateau, almost lost in the mass of green foliage, half way up the mountain side. The whole most delightful and refreshing to the eye.

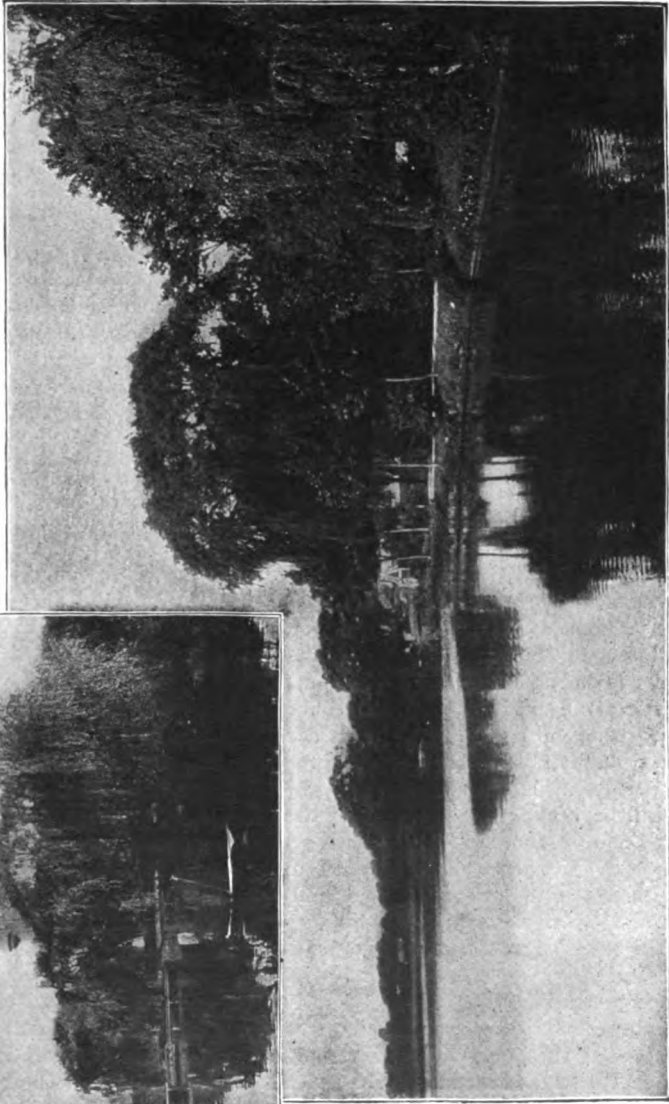
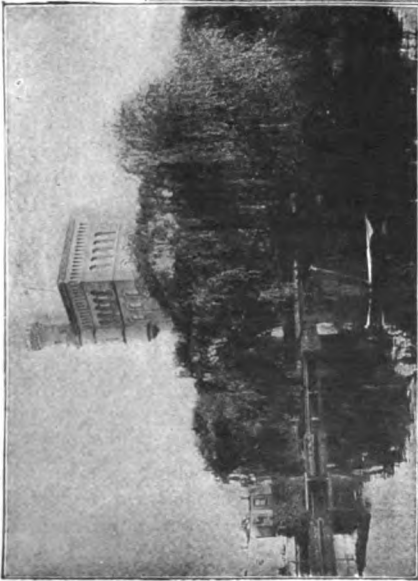
"A bright summer day, a blue Italian sky, a gaily bedecked steamer sailing o'er the most beautiful lake in all the world; 300 happy and delighted passengers and a fine brass band enlivening the air, presented a picture so ideal that only a poet could adequately describe it.

"Arriving at Bellagio at noon, we found the village beautifully decorated and the flags of the various nations represented displayed from every conspicuous point. The local band was drawn up to receive us, and the entire population appeared to have come out to greet us. Escorted by the two bands and the Mayor we marched to the Grand Hotel. The banquet was served in the great dining hall of the hotel, finished in white and gold, and which was large enough to comfortably seat the entire company of 300. The Mayor of Como presided, with the Mayor of Bellagio on his right. An elegant menu was displayed, the customary

hotel announcement, 'Cusine and service excellent,' being more than proven true on this occasion.

"The Mayor of Como, G. B. Cadenazzi,

tries to do honor to the memory of their illustrious townsman, and regretting the near approach of the time when the happy intercourse must terminate. As the Mayor



WATER TOWER, RIVERHEAD, L. I. PECONIC RIVER.
Courtesy — Long Island Railroad

opened the speaking with an earnest and feeling address, expressing the pleasure of his city in having been honored by the presence of representatives of so many coun-

concluded, all the many courtesies received at his hands seemed to rise to the minds of all, and he received an ovation which must have delighted his heart. Speeches were

made by representatives of several countries, after which we leisurely returned to the steamer.

"Arriving back in Como about 5:30, we marched to the City Hall, where one of the prettiest scenes of the whole celebration occurred. The chief of each foreign delegation addressed the Mayor, expressing appreciation of his very successful efforts to make our stay in Como a continuous pleasure; wished him long life and happiness, and then took from his own coat the national badge he had worn throughout the celebration, and presented it to the Mayor.

"So deep and abiding was the sense of gratitude felt by the delegates to the Mayor that a subscription of some \$500 was raised, and Mr. Olmi, of Buenos Ayres, was appointed a committee to procure and present to Mayor Cadenazzi a gold medal, commemorating our stay in Como."

Col. Jerome Jones' Speech in Macon.

THE following is an extract from the address of Col. Jerome Jones before the workingmen's meeting in Macon recently:

"Let us make a few comparisons of wages between organized and unorganized labor. The printers of Macon are organized and they get two dollars and fifty cents per day; the plasterers only one dollar and fifty cents. The linotype operators two dollars and fifty cents per day, and the typewriters three dollars per week. It does not require any more skill or intelligence to perform the work of the operator than that of the typewriter. Why this great discrimination in wages, where the workers are of equal intelligence and equal capability? Simply because the one is organized and the other is not.

"The organization gives tone and dignity to the calling, and it is as true as that night follows the day that tone and dignity is imparted to the individual member. Can a man be proud of a profession or calling that only brings to him one dollar for ten hours' daily labor? The organization throws around each member and his family safe protection. It is better than death insurance — it is life insurance, insuring to the daily toiler a fair return for a fair day's work.

"Here is a case in point. The molders in

Atlanta were asked to submit to a reduction. They refused. They quit work. The International Molders' Union paid them wages until they secured work. The lock-out lasted eighteen months. At the end of that time the men were reinstated at the old pay and seven per cent. on top of that. Now let us see how this will pay out. Say that a man belonged to a union ten years and that his assessments amounted to fifty cents per month. He would have paid six dollars per year for ten years, or sixty dollars. The reduction sought to be enforced amounted to three dollars per week. In twenty weeks he would have returned to him all the money he paid in in ten years, to say nothing of the increased value of stock on manhood and independence.

"Do labor organizations pay?"

"In the past, and the very recent past, for that matter, many brilliant intellects in this and other countries of the world have come to realize the importance of trade unionism, where hitherto they had declaimed against it in unmeasured terms. Many of these men have contended that organizations do not contribute to the general welfare of the community, but on the contrary, and they published this idea on every side, that they were really injurious to it. This conclusion was simply jumped at by these learned commentators, and after investigating the history, aims and attainments of trade organizations have fully confessed that they are helpful not only to the individual members thereof, but alike also to the community in general. Of this class Professor Rogers, of the great Oxford University, may be cited. No one more persistently declaimed against trade organizations than he, and yet when he turned the searchlight upon the subject he was forced to admit that he had been wrong, and he proclaimed his mistake before all the world.

"Much of the opposition to trade unionism has arisen from a misconception of its true nature, and wherever an investigation has been made it has stood the test. Unionism helps its members from both, a moral and financial point. The advantage received in the way of an increased wage goes through the general channel of trade, and hence the entire community is benefited thereby. There is so much money in circulation. This amount can only be distributed where the

wage rate is good. I see in Charleston where one mill made \$80,000 in one month. What did labor get out of this? You all know the mill story. Too much of the product of the labor went to those who did not toil to produce it. I would have capital get a fair

would wear a happy and contented look; cheerful and not as we find it now. If sickness overtakes this class the grocer will furnish the food on credit as long as he can. The druggist the medicine, the doctor his professional services, and when at last death



J. L. CHANDLEY J. S. WILKINS R. R. GENGÉ J. F. WEYBRIGHT
 E. R. LANE W. V. POWELL F. A. BALDWIN L. M. TUDOR
 E. G. EVERLEY
 GENERAL COMMITTEE, UNION PACIFIC RAILROAD.

share of interest, but not enormous dividends that range from twenty-five to sixty per cent. of the capital invested. If capital in that mill was paid a fair interest, and the balance distributed among the wage earners, the community in which that mill is located

seals the lips of the silent sufferer forever, what follows? The dead is not sacred. The loved one must lie above the ground until the outside public is appealed to and money enough raised to place the body under the sod. And all this, too, in the face of the

fact that the entire family has been working day after day. Can you not see that a mill among the workers would bring a just distribution of the earnings, happiness and comfort to the families, and prosperity to the community, and that, too, without injury to capital. Organized labor endeavors to bring about an equitable distribution of the earnings of labor. We say we are entitled to a share of these earnings, and we make all honorable efforts to secure it. We cannot accomplish this singly. We strive to secure this increase of pay for what purpose? That we might have more food and a better qual-

there be, motions of his spirit are as dull as night, his affections as dark as erebus. Let no such man be trusted.

"There never was nor never will be a conflict between capital and labor precipitated by labor. Capital is the product of labor. If there is a million dollars in a business, we should, as employees, endeavor to adjust a wage that will pay a fair interest on that capital—it is accumulated labor—but to put one million in watered stocks and then seek to force the laborer to reduce his wage to pay interest on the million that does not represent labor or capital, is highway robbery.

"Why, in most cities you have a law prohibiting the watering of milk; it is harmless, yet the law winks at and encourages the watering of stocks and calls it great business enterprise. The men who control these great business enterprises are organized and go to our legislatures with carefully prepared bills, and get all they want, but the men who work in and make these great enterprises profitable are unorganized, and must, perforce, submit to oppressive measures, and they and the general public suffer while the few are benefitted.

"Labor organizations are but a force to meet a force. Capital is organized, and labor organizes to meet it on equal grounds to secure as far as possible a just and equitable share of the profits when both are in operation.

"We stand for our rights and those of the public. It does not follow that to secure this strikes are necessary. On the contrary, a well organized body of workmen rarely finds it necessary to resort to a strike. In Augusta, a few months ago, the mill hands found it necessary to revolt against the condition prevailing there. They had stood cut after cut until submission to further cuts was entirely out of the question. When the last cut was proposed the hands went out. What followed? They had no organization, want and destitution ensued, and though turned out of house and home, famine and cold staring them in the face, they fought the fight, not for the cotton factory people alone, but for the wage earners of the South.

"The most gigantic strike that ever occurred in Tennessee, and one that produced more destitution and bloodshed than any that ever occurred in the South, was that



JAMES M. DUNLAP

Sec. and Treas. Fort Worth Division 19.

Deceased.

ity of clothes that will make us presentable, adornments in the home that the home might be made pleasant and attractive, and means to educate our children.

"Is there aught in all this that any man or woman need feel ashamed of? Are we by these means endeavoring to secure for ourselves aught that is not ours? Is not the effort to accomplish this worthy our best talents and the endorsement and commendation of the general public?

"Is there a man here so poor in manhood who would not better his condition and improve the condition of his family? If such

engaged in by the unorganized coal miners of Briceville, calling out of the military, and involved a loss to the state of many thousands of dollars. These men were unorganized. Strikes between organized labor and employer are growing fewer year after year, while strikes between unorganized labor and employers are growing more frequent. In this connection I desire to call the attention of the public to the fact that most of the strikes in which organized labor participates are brought about by young organizations, whose members have yet to learn that more can be obtained by and through a conciliatory policy than harsh measures, and mutual concessions were better than bitter estrangement."

"Labor organization does more. It protects the woman bread winner, and throws around the female wage-earner that protection she does not get from any other source.

"We organize the woman as a factor in the industrial field; she is not only encroaching on fields formerly occupied solely by man a few years ago, but in many instances she has taken entire possession of that field. Where she is organized, the men say to the employer, when she does the same work as the man she must receive equal pay. I cite you to the garment workers, tailors, printers, and in all the trades where the women are in organizations with the men."

News From Manila.

A FRIEND in Manila sends a copy of *Freedom*, a live Yankee newspaper published there, which contains matter that would be of vital interest to hundreds of people who have relatives and friends in the Island of Luzon. Here is one of the marked items:

"The Signal Corps is often forgotten in the account of a big battle. But let us say to those who do not know that they (the Signal Corps), are always there, and do a great many gallant deeds that are never put on record.

"In the last fight with Gen. Lawton on the south, the wires were kept up with the firing line, and sometimes a little in advance. In one place the men were two hundred yards ahead of the line where there

was a breach between two regiments. They bravely planted their flag under a terrible fire from the insurgents, and connecting their machine, were soon ticking away a message as though it was two hundred yards in the rear instead of in front of the lines.

"Operator Kyle sent and received twelve messages there before there was any move to dislodge the insurgents. The flag that they had planted in the face of the Philipinos was just riddled with bullet holes.

"But it was their duty, and they were Americans, so that is why they did not flinch."

Our friend, who is E. Jackson, of the United States Volunteer Signal Corps, says in a letter to the editor:

"The operator referred to in the article marked is David W. Kyle, better known to the fraternity as "Kid," one of the finest telegraphers in the business. He begged to be sent out on this last movement of Gen. Lawton's and participated in a series of five hard battles before Paranaque, Las Pinas, Bacoar, Zapote Bridge and near Guadaloupe Ridge. He has contracted muscular rheumatism, brought about by exposure in this rainy country and will be sent home soon. His home is in Darlington, Wis."

Working to Music.

BUILDING a railroad in the Soudan is not carried on to the sound of the voice of an Irish "boss" directing a gang of Italian laborers. As becomes the milder atmosphere of the tropics, a railroad in those regions is built to the "lascivious pleasing of a lute," or the African equivalent. The "sofas" are the working people, and the "griots" are the musical ones. The "sofas" will not work unless the "griots" play, so every gang of men has its orchestra. The "griots" play on flutes and rude harps the peculiar "rag-time" tunes of Africa, and the picks and shovels of the "sofas" go industriously as long as the music lasts. Let the music stop and the work slackens and then fails altogether.

Fancy a gang of Italian laborers employed in the construction of a line of railroad in the United States insisting that "Il Trovatore" should be played for them while they

worked! In the Soudan it has been found impossible to get work out of the natives in the construction of railroads unless music was furnished. Every contractor who has tried it has failed. So to the sound of music the steel rails are penetrating the Congo region and forcing their way through the Soudan. To every gang of forty or fifty men, there are assigned two harp players and a flute player. As long as the music keeps up the black laborers do not seem to feel fatigue. Generally the musicians get tired before the laborers do. The music produced by these cheerers of labor would not be inspiring to a white man, for it is filled with that peculiar plaintiveness which one hears in the negro songs of the South. To the Africans, however, the tunes seem to be an inspiration.—*Cincinnati Commercial-Tribune*.

The Goblin Laugh.

When I behold how men and women grind
And grovel for some place of pomp and power.
To shine and circle thro' a crumbling hour,
Forgetting the large mansions of the mind,
That are the rest and shelter of mankind;
And when I see them come with wearied brains,
Pallid and powerless to enjoy their gains,
I seem to hear a goblin laugh unwind.

And then a memory sends upon its billow
Thoughts of a singer wise enough to play,
Who took life as a lightsome holiday;
Oft have I seen him make his arm a pillow,
Drink from his hand, and with a pipe of willow.
Blow a wild music down a woodland way.

—Edwin Markham, in recent *Book of Poems*.

He Had a Grievance.

A STRANGER of rather large proportions and an air of assumed importance, walked into the main office of the Western Union Telegraph Company at Washington, D. C., the other day, says the *Post*, and went straight up to the desk, where the busiest man in the establishment was engaged at work. There he announced in stentorian tones that he was from Baltimore and had a grievance. The manager had suspected this the instant he caught sight of the man. Before the manager could make any inquiries, the stranger went on to say that a week before he had been in Washington. Some Baltimoreans have come here and been able to go about town without getting lost.

The stranger said that he had sent a telegram to his wife, stating that it would be

necessary for him to go to New York, and that he would not be able to stop in Baltimore, as he had hoped to do, and as she expected he would. The telegram had not been delivered. Consequently, his wife, not hearing from him, had become much worried, imagined that he had been killed in a railroad wreck, had been drowned in the Potomac, had eloped with another woman, or been murdered for his money. She had gone into hysterics and spasms, aroused all the neighborhood, required the attendance of four doctors and two nurses, sent for her mother to come on from the West, and in general kicked up such a hullabaloo that the cost to him had been in the neighborhood of \$300, and all because the company had failed to deliver the telegram he had sent her.

During the narration of this woeful tale the manager listened attentively. Before he could make a suggestion, the stranger resumed with a tirade against corporations, their management, and their employees. Incidentally, he took occasion to declare himself as in favor of government ownership of all telegraph and telephone lines, and to suggest that Congress ought to take some action for the protection of citizens. He even went so far as to say that he was considering the advisability of consulting counsel for the purpose of bringing suit for damages against the company.

When the manager got a chance he inquired the Baltimorean's name and the date of the message. Then he consulted the file of telegrams and presently found the one sent by the Baltimore man. It read as he had stated, but was addressed to Mrs. ———, No. 1247 Franklin street, New York City.

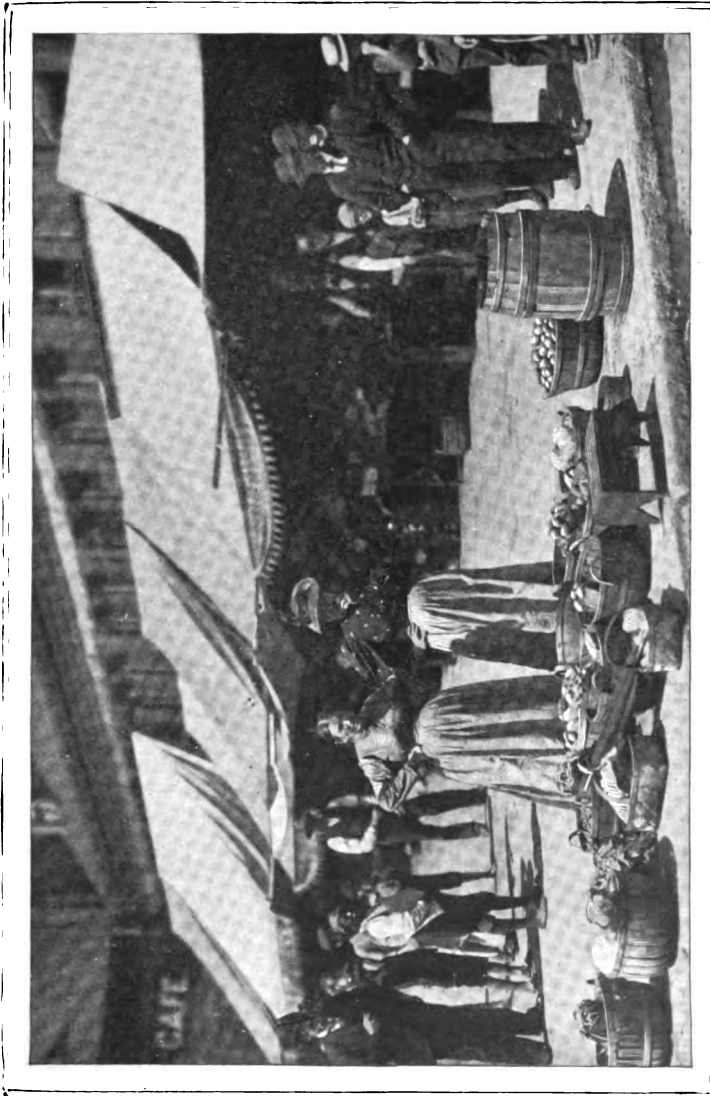
In his haste and excitement the husband had written his Baltimore street address, and, thinking of going to New York, had directed his telegram to that city. It had been returned and was marked "unclaimed." The operator brought it out, and, without comment, showed it to the Baltimore man, who had been certain he could not have made such a mistake. All he could say was: "Well, I'll be good and ———."

Then he turned and walked out with an expression on his face which indicated that he felt like a Canadian twenty-cent piece plugged with lead.

Union Meeting at Tyrone, Pa.

A UNION meeting with a large attendance was held at Tyrone, Pa., July 15th and 16th. The crowd was large, a fair estimate putting the number of visitors in town during the session at

Brotherhood of Locomotive Firemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen and Order of Railroad Telegraphers joined in the meetings planned for the advancement of the interests of all of them, and for pleasant social intermingling of the knights of the rail. A large at-



SCENE IN UNION MARKET, KANSAS CITY, MO.
Courtesy—Missouri Pacific Ry.

800. The Tyrone *Daily Herald* gives the following report of the meeting :

"Under the auspices of the Tyrone divisions of the several organizations represented, the Brotherhood of Locomotive Engineers,

tendance included delegates from points between New York and Chicago. The railroad men began arriving Friday night, many more came Saturday, and still larger crowds of visitors, in special and regular trains,

from all directions, increased their number in Tyrone Sunday. All the exercises passed off splendidly, according to the well-planned and perfected arrangements of the general committee, E. P. Moore, S. C. Woodring, P. O. Ammerman, Z. Steele and T. S. Wetzler. General good feeling prevailed among the assembled railroad men, and all enjoyed the gathering.

"The first meeting was held Saturday evening in the Academy of Music, which was beautifully decorated, the railroaders having been assisted in this work by the ladies of the P. R. R. Y. M. C. A. Auxiliary and the W. C. T. U. Flags, bunting, flowers, palms, ferns, lanterns and banners were combined in the embellishment. Gentlemanly ushers showed every courtesy to the large number of people in attendance. At 8 o'clock, with W. H. Huss as master of ceremonies, the exercises began with music by a special choir led by T. S. McIntyre, and prayer by Rev. J. A. Dunlap, Ph. D. The address of welcome by Burgess J. A. Hoffman dwelled particularly upon the exemplification of Fidelity, Justice and Charity, mottoes of the organizations. S. C. Cowen, of the O. R. C., responded in an excellent speech. After singing of the "Railway Song," Rev. F. L. Bergstresser delivered an earnest address, pleading that the railway men admit and keep Christ as a living power in their lives. Miss Mildred Bouse recited a wild, strange story of love and shipwreck, gracefully and well.

"The leading address was delivered by J. J. Hannahan, First Vice Grand Master of the Brotherhood of Locomotive Firemen. He said in part: 'There would be no railroad employees' organizations today if the men a few years ago had been treated as their worth and labor deserved. The officials have no better friends than the members of the Brotherhoods—this has been demonstrated. We are opposed to violence. The disposition now among general managers is to meet and treat with their men. The day is not far distant when there will be no grievances to adjust, when the voters, by their ballots, will insure the proper protection of the workingman.'

"W. T. Canan so pleased the audience with 'Schneider's Party,' that he was obliged to sing another comic song. Miss Grace Merryman rendered a recitation very

prettily, and the meeting closed with a series of stereopticon views shown by Charles A. Wilson, Second Vice Grand Master of the Brotherhood of Locomotive Firemen.

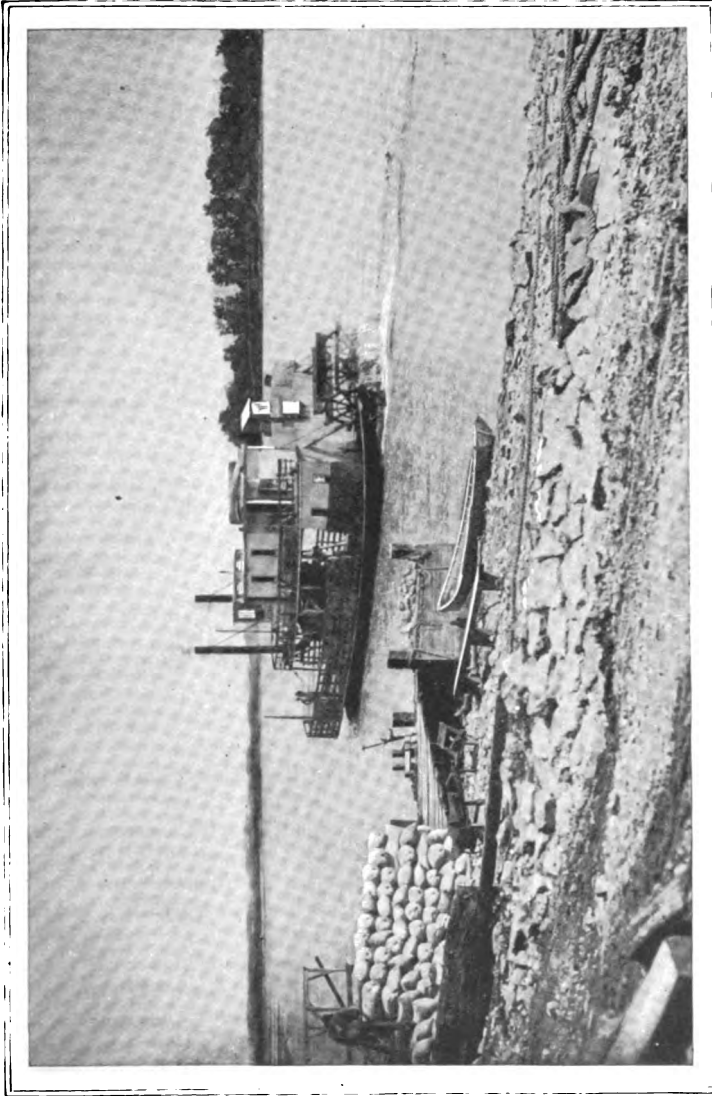
"Sunday morning the several organizations held separate secret sessions. In the afternoon another public meeting was held at the Academy, the throng filling that spacious structure to the doors. Music was again furnished by the choir and by the Mandolin Club, and Revs. W. W. Rymer and A. J. Weisley also took part in the program. Addresses were delivered by representatives of all the Orders.

Grand Chief Engineer P. M. Arthur of the B. of L. E., who has been a railroad man forty-four years, and is the most widely-known organizer in the country, was the first speaker. He said: 'Thirty-six years ago, in Detroit, twelve men organized the pioneer railway Brotherhood upon the mottoes, Sobriety, Justice, Truth and Morality, and with the Golden Rule as a guide. As an organization we have adhered to that rule. The pioneers realized that something was needed by railroad men to promote their welfare, protect their labor, and better their condition. We now have 32,000 members, and have given the railroad companies a better class of men. We require our members to be sober and honest, and thus have been successful in elevating our men who command the thorough respect of the traveling public. The insurance feature, established in 1867, is a boon, for we have paid \$8,000,000 insurance, besides dispensing over \$500,000 in charity.

"'Combinations and trusts are about on every hand; they must be judged by their fruits. There is prejudice against labor organizations, but this will dissipate if credit is given for the good that they have accomplished. It is said 'But you engage in strikes.' Yes, but did you ever stop to think of the causes leading to them? These Brotherhoods never engaged in strikes without first exhausting every other means of adjusting differences. We believe in bringing disputing parties together, in mutual concession, in submission to reason. There is no strike declared until we are told that there 'is nothing to arbitrate.' The officials have legal rights, but they also have moral duties toward their men. My advice to the young man, in whatever railroad position he

occupies, is to aim to be the best. Show by work and conduct your worthiness of the confidence of your employer. Use leisure moments in storing your minds with useful knowledge. Give your family the benefit of your earnings and society. The Brotherhoods teach economy, frugality and indus-

the B. of L. F., who visited Pennsylvania as a Grand Lodge officer first seventeen years ago, and who noted the vastly-improved conditions as exemplified in the good feeling prevailing between officials and men of the Pennsylvania Railroad. He quoted the late President Thomson's statement, 'The rail-



MISSOURI RIVER, WARRENSBURG, MO.
Courtesy—Missouri Pacific Ry.

try. There should go out from this union meeting an influence that will work for the good of the organizations and all railroad men.'

"The next speaker was Mr. Hannahan, of

road organizations on the P. R. R. must not be disturbed,' and paid a high tribute to Mr. Thomson. In caring for the sick, burying the dead, providing for the widowed and orphaned, securing just wages, and ele-

vating men to better conditions of sobriety, honesty and Christian citizenship, the Brotherhoods are doing as much good as the churches.

"A. B. Garretson, First Assistant Grand Chief Conductor of the Order of Railway Conductors, followed in a brief, cheery, sometimes caustic speech. In part he said: 'There are two epochs in the life of the O. R. C. First we tried to conduct the Order as a purely social organization, pledging undying fealty to the companies we served, who in turn regarded us as a doormat. But now we know that the man who helps himself not only gets the help of God, but also the respect of the superintendent. The O. R. C., as a beneficial organization, underwrites over \$35,000,000 insurance on its own members. It is carried at actual cost. If on no other score, the beneficial feature shows the Order's benefit to the advancement of civilization.'

"Val. Fitzpatrick, Third Vice Grand Master of the Brotherhood of Railroad Trainmen, spoke in behalf of the Trainmen, in part as follows: 'The reason for the organization of working people is the honest discontent of labor. We aim to secure a higher degree of equity before the law than is now enjoyed. There is a prevailing impression that our social system is wrong. There is great unrest. It is the mission of organized labor to smooth out differences and secure a greater equity. The B. of R. T., fifteen years in existence, has accomplished as much good as any organization in existence. It does not simply follow a theory, but is guided by a living principle. We organize to protect our craft against the arbitrary encroachment of capital. These organizations have taught our men what rightfully belongs to them. What we ask is an honest day's pay for an honest day's toil, fairness of employment, and equality before the law.'

"J. B. Finnan, of the Order of Railroad Telegraphers, who was an operator for twenty-two years for the Pennsylvania Railroad Company, followed in a pleasant speech. He was one of the fifteen charter members of his Order, which was organized first for social purposes, and then undertook the work of securing better wages for the Telegraphers, an aim which has proved successful.

"Charles A. Wilson, Second Vice Grand Master of the Brotherhood of Locomotive Firemen, made a humorous speech which made him a prime favorite with the audience, and the last speaker was Delos Everett, Third Vice Grand Chief of the Brotherhood of Locomotive Engineers, who submitted a few remarks in the same cheerful strain.

"The organized railroad men, at the conclusion of the public meeting, held a union secret session which continued until six o'clock, this session closing the series of meetings which throughout proved so successful."

Hallett on Corporations.

IN A speech made at the annual meeting of the Colorado Bar Association at Colorado Springs, recently, Judge Hallett, of the United States District Court, shows indications of having accepted as true many things that reformers have been persecuted for in the last ten years. He said in part:

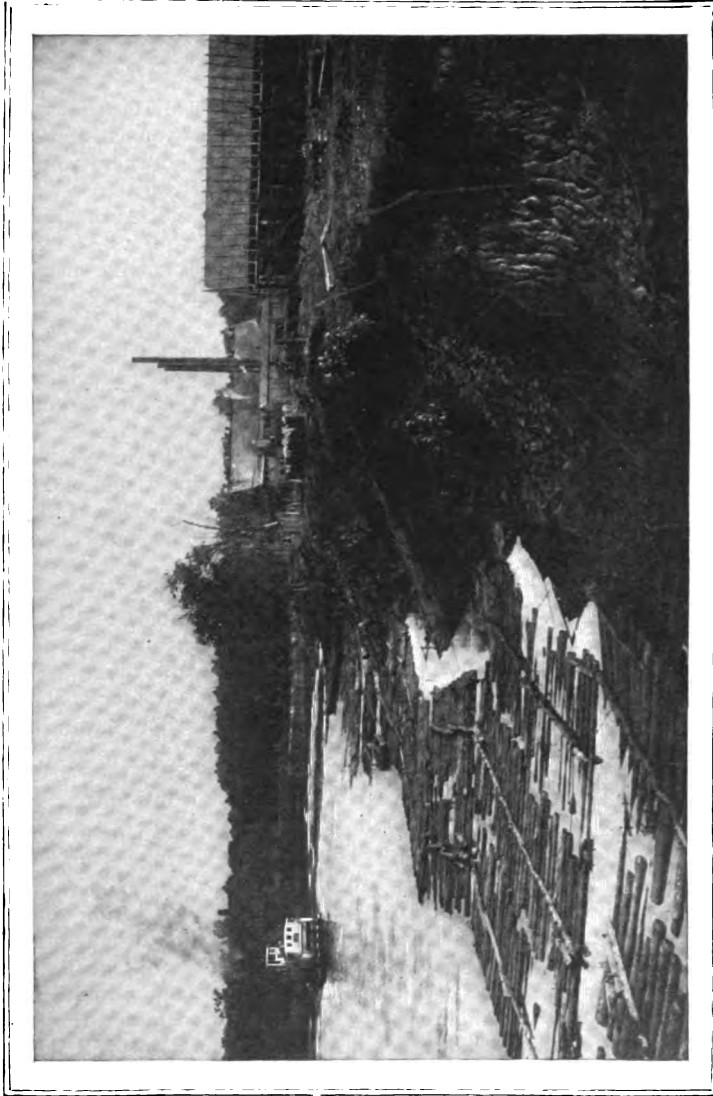
"A private corporation is the outward and invisible manifestation of the power of money established by the Government for controlling the affairs of man. The early writers thought that man's defect was in his mortal part, therefore, as Blackstone put it, he was given perpetual succession and a kind of legal immortality. This was a sufficient reason for the corporations of Blackstone's time which were as he says for the advancement of religion, of learning, and of commerce. When the United States shall conquer the Philippine Islands and shall charter a company for their government we may have an example of the commercial corporation mentioned by Blackstone. Such corporations were of a public nature.

"Plainly the law declares the purpose to give lucre and gain to the natural people who make the artificial man. 'Private corporations are those which are created wholly or in part for purposes of private emoluments.' The course of proceeding in these matters is well understood by everybody. The man with a bank account is called capital. When there are several of him he becomes a syndicate in which state he is more undiscoverable than when he

was simply capital. There is another man with no bank account and a shovel who is called labor. However numerous he cannot be a syndicate nor is he a member of the corporation. His duty is to work at the business of the corporation for whatever wage may be allowed him.

Money seeks increase in all directions. It burns in the pocket of its possessors.

"Often when a great corporation erects a plant for some kind of manufacture, the number of men to be employed in the work is proclaimed with much trumpeting of a generous spirit which moves the promoters



SCENE ON BLACK RIVER, ARKANSAS.

Courtesy—Missouri Pacific Ry.

"In all this there is nothing more than the contemplation of money for one purpose or another in such way and manner as the law directs to make it effective and for the sole purpose of making it increase.

and there is usually a suggestion that the corporation itself is more or less a benefactor to mankind. The glorification proceeds upon the theory that the corporation is the only possible agency for such bene-

ficient results. This sort of bigotry may be comforting to those who practice it, but it can have little weight with other people. All men in the fifth or sixth decade of their lives know that business was formerly better carried on by partnerships than it is now done by corporations. The world moved before corporations were invented and it may be able to hold on in its course when the tares have been separated from the wheat and burned in the charnel house of the dead.

"We come now to speak of a more important question which relates to the effect of corporate life upon those central persons who may be concerned in it. What sort of people shall we be after one hundred years of dominance of private corporations? In every age independent action has been thought necessary to the development of character. A man is made strong by the use of his faculties. In the management of his own affairs, by his exertions and achievements the boy is to become a strong man. Whether the attempt be made in the service of a corporation or of a rival to a corporation the case is equally hopeless. In the service of a corporation he must obey the command of others and follow the unscrupulous law of trade. As a rival he must follow the same law with the certain result of failure in the end.

"No one knows how many young men have fallen under the wheels of the Standard Oil Company or how many have contributed to the success of that monstrous iniquity throughout their lives on the need of taking employment wherever they can find it.

A Little Study in Human Nature.

YOU'VE probably heard of Lawyer Hackett, of Somerset, said the Lewiston, Me., *Journal* to its constituency a short time ago. A little while ago he purchased some land over which there had been a lawsuit for years, until the parties had spent half a dozen times what the land was worth. Hackett knew all about it. Some of the people wondered why he wanted to get hold of property with such an incubus of uncertainty on it. Others thought that perhaps he wanted some legal knitting work and would pitch in red hot to

fight that line fence question on his own hook.

That's what the owner of the adjoining land thought. So he braced himself for trouble when he saw Hackett coming across the fields one day.

Said Hackett: "What's your claim here, anyway, as to this fence?"

"I insisted," replied the neighbor, "that your fence is over on my land two feet at one end and one foot at least at the other end."

"Well," replied Hackett, "you go ahead just as quick as you can and set your fence over. At the end where you say that I encroach on you two feet, set the fence onto my land four feet. At the other end push it onto my land two feet."

"But," persisted the neighbor, "that's twice what I claim."

"I don't care about that," said Hackett. "There's been fight enough over this land. I want you to take enough so you are perfectly satisfied you have got your rights, and then we can get along all pleasantly. Go ahead and help yourself."

The man paused abashed. He had been ready to commence the old struggle tooth and nail. But this move of the new neighbor stunned him. Yet he wasn't to be outdone in generosity. He looked at Hackett.

"Squire," said he, "that fence ain't going to be moved an inch. I don't want the blamed old land. There warn't nothin' to the fight but the principle of the thing."

Now, isn't human nature an interesting study?

The Georgia State Federation.

THE railroad employes of Georgia are considering the question of affiliating and co-operating with the Georgia State Federation of Labor, says the *Atlanta Journal*. There is some doubt if, under the laws of the railroad orders, the latter can become a part of the general labor federation, and at the meeting of the Atlanta Federation of Railway Employes held yesterday afternoon this question was discussed fully, but left undecided until the next meeting.

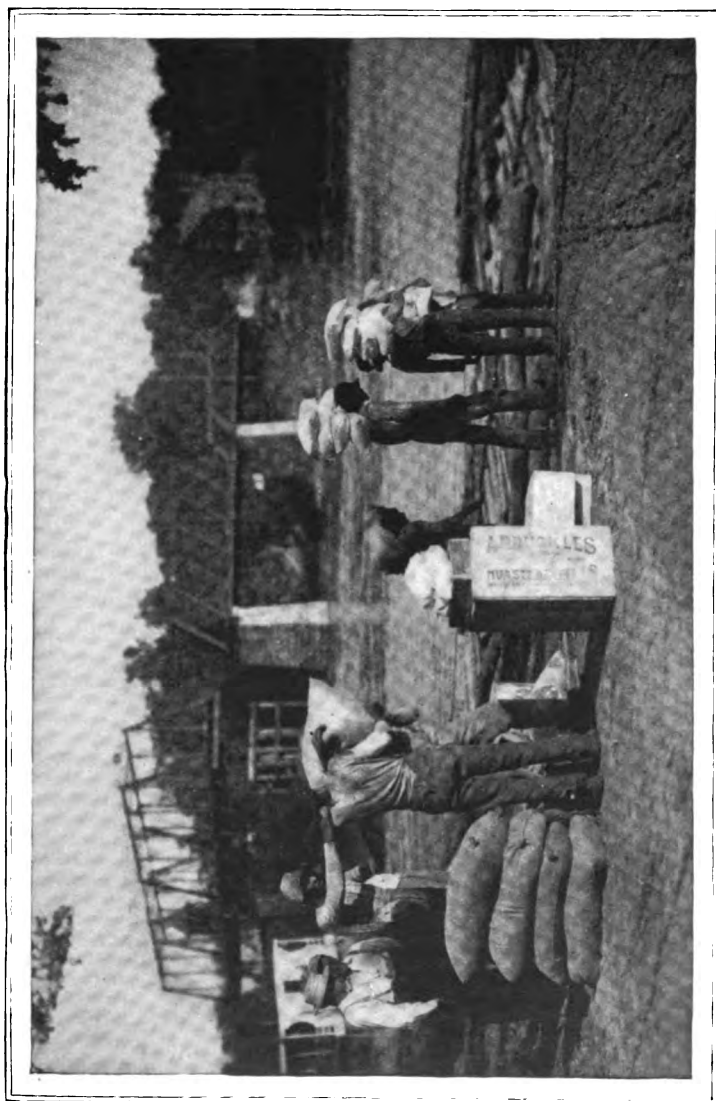
In the meantime the local lodges and divisions will refer the question to the executive officers of the railroad orders and obtain rulings from them as to whether the rail-

road orders can affiliate with the general federation.

It will be remembered that at a state convention of labor men held in Atlanta on April 28th last the Georgia Federation of Labor

is up if the railroad labor men will combine with the other branches of organized labor in this state.

It is certain that the railroad men will at least co-operate with the general federation



LOADING GRAIN. BLACK RIVER, ARKANSAS.

Courtesy—Missouri Pacific Ry.

was formed and a constitution and declaration of principles adopted. The federation proposes to take a hand in state legislation on questions of interest to the workingmen and the convention was an important one. The railroad train service men were invited to attend the convention and now the ques-

in securing certain needed legislation and the several bodies will represent a powerful influence in Georgia.

At the meeting of the Federation of Railway employees July 16th, a number of questions of importance were considered, and the regular semi-annual election of officers

was held. The attendance of railroad men was large and the meeting was one of the most enthusiastic of the federation held in several months.

The election of officers resulted as follows:

President, Charles Daniel, Chairman of the Board of Directors of the Order of Railroad Telegraphers.

Vice President, P. F. Brinkley, of the Brotherhood of Railroad Trainmen.

Secretary and Treasurer, George Horton, of the Brotherhood of Locomotive Firemen.

Board of Directors, Robert Elliott, of the Order of Railway Conductors; C. E. Pritchard, of the Brotherhood of Railroad Trainmen; O. L. Rudisail, of the Order of Railroad Telegraphers, and H. O. Teat, of the Brotherhood of Locomotive Firemen.

President Daniel is one of the most popular, and deservedly so, of the younger labor leaders in the state. He is a young man of fine executive ability and under him the federation will doubtless prosper greatly. The president will appoint the several standing and special committees of the federation at the next meeting, and will also submit at that meeting an address setting forth the plans of work and recommendations for the ensuing six months. The coming term will be one of the most important in the history of the federation because the several matters of legislation desired by the railroad men at the hands of the general assembly of Georgia will come up during the term. A strong legislative committee will be appointed.

At the meeting of the federation on the above date, the question of the body taking part in politics was considered and the original anti-political principle of the federation was re-affirmed and it was decided that the federation will take no hand in politics but its influence will be used in furthering measures and legislation desired by the railroad men. While no candidates will be endorsed nor even recognized by the federation, the position of all candidates and aspirants for office on the labor measures and bills will be ascertained by the railroad men and the enemies of organized labor and the opponents of measures designed to benefit unionism will be made known to the railroad men throughout their local orders.

Wage Earners and Trusts.

A KNIGHT of Labor writing to the *New York Sun* strikes the nail squarely on the head in the following:

"I agree with your correspondent that labor unions are trustlike in recognizing as the more generally execrated industrial combinations, better known as trusts, have long ago recognized, the fact that competition instead of being the life is really the death of trade, and they have evidenced that recognition by abolishing competition among their members. A member of a labor union is taught that he must not deprive his more fortunate fellow member of employment by offering his services for less than the wage scale adopted at a meeting by a majority of the members; in other words, the organization will not tolerate competition among the members. Were this not the case workmen would be continually in danger of being deprived of work by other men offering to do the same work for less wages than those who are fortunate enough to be employed, as is now done by the unorganized toilers. The above mentioned abolition of competition among organized workmen is to my mind the only excuse the enemies of labor organizations have for calling the organizations trusts.

"How He Asked Pa."

"MR. HOPPER," the young man said as he walked into the office of the head of the firm, according to the *Chicago Times-Herald*, "I have come to you this morning to speak about a little matter that is troubling me a good deal. Of course, I can't expect you to take much interest in my personal affairs, but still I know you always want to do the best you can for your employees, and so I have made bold to bother you."

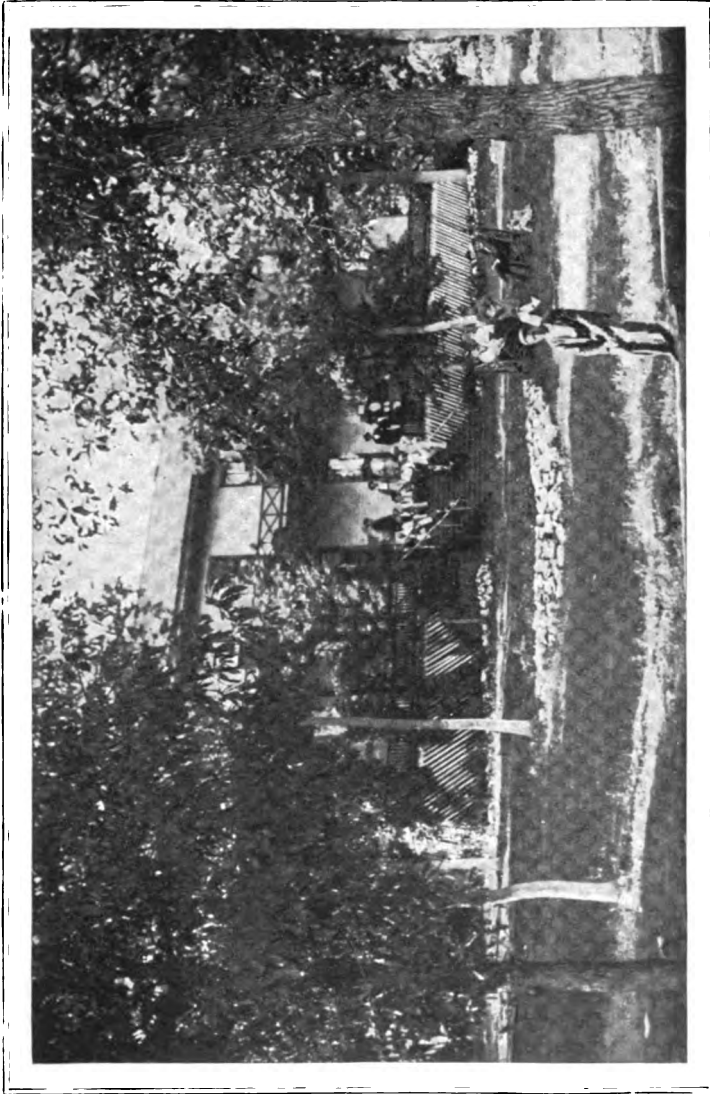
"That's right, my boy, that's right," replied the old gentleman, who was in an affable mood. "I'm glad you came in. I always like to keep in touch with everybody in the establishment."

"Well, sir," Mr. Callowleigh resumed, "to come at once to the point, I—I love a young lady and have reasons for believing that she returns my affection. I would like to get

married, but I don't feel as if I could afford to do so on my present salary."

"Nonsense! Nonsense!" declared the smiling capitalist. "Go ahead! Marry her! If she's worthy of you, your salary will be plenty big enough. Why, when I was married my income wasn't half as big as yours.

as I said before, don't stop on account of your salary. It isn't a young man's money that a girl should consider. Of course, he ought to have an income, but it needn't be a big one. You have enough to support two people very nicely. Any good girl ought to be satisfied with it."



HOTEL. MCALISTER SPRINGS, MO.

Courtesy—Missouri Pacific Ry.

No, sir, not half. I don't want you to understand that I fail to appreciate your services, but I don't see how I can pay you any more money just now. After a while it may be possible to give you a raise. But,

"But her parents—"

"If they are sensible," the old gentleman interrupted, "they will take the same view of it."

"Ah," said the happy lover, "I am glad to

hear you say so. The fact is, Mr. Hopper, that your daughter Lydia and I have had an understanding, and I intended, before I got through, to ask for your consent to our marriage. I suppose I may consider that we have it?"

As the door of the private office closed the unhappy merchant put his head on his desk and sobbed:

"Oh, gosh, how I'd like to be the ice man for about a minute!"

"Sine Died."

NOT long since the notice "Court Adjourned Sine Die" was posted on the door of the Supreme Court in Brooklyn. Some gentleman with an artistic and highly trained sense of humor added a "d" to the word "die" and went on his way rejoicing. Next day a person who makes a practice of haunting the public buildings in Brooklyn, and professes acquaintance with every well-known man in the vicinity, dropped into the clerk's office.

"See here," he said, "when did Sine pass in his checks?"

"What's that?" demanded the astonished clerk.

"When did Sine die? I see the courts are closed on account of it."

"Oh," said the clerk, pulling himself together, "he died yesterday. Did you know him?"

"Know him? I should say I did. Knew his father before him. Too bad, ain't it?"

And Sine's bereaved friend passed out with his burden of sorrow.—*Law Notes.*

Trades Unions in America.

THE trades unions or wage earners organizations in the United States are not making progress fast enough to suit the ideas of reformers, who are ahead of their time. When it is taken into consideration that the movement is only in its infancy the work already accomplished shows what is possible under a more general application of the union idea.

The department of labor has issued an interesting bulletin by Edward W. Bemis on "Benefit Features of American Trade Unions."

"In studying American trade unions," Mr. Bemis says: "and comparing them

with those in Europe, it is necessary to bear in mind not only the great intermixture of nationalities in our unions, but also their youth. These elements vastly increase the difficulty of concerted and intelligent action.

"With organizations, as with individuals, age is necessary for the development of sound judgment and discreet action. Those unions have shown the greatest strength that have developed benefit features, joined to reserve funds and wise management. The converse of the proposition is equally true, that it is the longest lived and strongest unions that have most developed these features. Such unions also have the largest reserve funds for time of possible trade disputes and have most carefully, through methods of conciliation, guarded against rash occurrence of such disputes.

"Of the existing British trade unions 118 were organized prior to 1850. Their membership in 1896 was 217,445. None of the existing national unions of America was formed prior to 1850, and even at the close of 1880 only twelve unions, or about one-seventh of the existing national or international organizations in America, had been organized."

Lesson by Telegraph.

THE discussion was as to which is the proper word to use, "got" or "gotten." After most of the party had expressed their thoughts on the subject, with the result that opinion was about equally divided, a bald-headed man spoke up, saying he had become convinced that the word that should be used was "got." When asked his reason, he replied that about a week back he decided, while at his office in the afternoon, to take his wife to the theater at night, and he sent to his home in the suburbs the following telegram:

"I have gotten tickets for the — Theater tonight. Meet me at the theater."

The telegraph operator had deciphered that message to read, "I have got ten tickets," and the result was that the wife, joyed at the news, lost no time in inviting eight of her friends, and all of them greeted the sender of the telegram at the theater. He declared to the company that it cost him quite a penny to learn which was the proper word to use.

Woman's World

From Virginia.

I AM not an O. R. T. member, but the wife of an operator, who has recently become a member of that Organization. We have been married twenty months, and if I had had my wish he would have been an O. R. T. man from the very beginning of our sweet-heart days.

I wish to tell you how my heart goes out to you in your grand and noble work—the liberation of slaves from bondage. If there were many more such companies organized, and such rapid and progressive strides made, I think the great war between labor and capital would cease and we should be approaching the millennium.

"In the beauty of the lilies,
Christ was born across the sea,
With a glory in his bosom
That transfigures you and me;
As He died to make men holy,
Let us die to make men free,
While God is marching on."

You are not dying, but living, and devoting your time, talent and energy to make men free from the thralldom of tyrants.

May God bless our noble O. R. T. army, and may it become as mighty as the billows of the sea and wash away oppression and bondage.

From one whose heart is with you.

VAUGHAN.

Woman and Home.

A MAN may make a house, but it is the woman who makes the home, and if the combination of house-keeper and homekeeper is to be the fortress of our future as the growing popularity of household economics heralds, then great credit is due to her who trains the girls of today for the homes of tomorrow.

Such is the work of Miss Marie B. Senn,

professor of domestic economy and physical training in the state agricultural college of North Dakota, a woman remarkably young to hold such a position, but whose dignity and earnestness of purpose help her to pass for a person with "years told" behind her. Miss Senn is of Swiss parentage, and to this may be attributed much of the courage and energy which has characterized her work. She is truly a western product, having been born and raised in Kansas, graduating from the Kansas Agricultural college at the age of eighteen. Following this she taught and finally spent nearly two years in post graduate study at her alma mater, assisting also in the work of teaching.

In the fall of 1894 she came to North Dakota, and in the intervening time has made herself indispensable in the college work, and has won many friends in Fargo. She is interested in every step of advance ground for woman and a general all round humanitarian. In her work as North Dakota president of the Household Economic Association, she is making efforts to introduce her work into the clubs, several already having adopted it for part of their study course. She has spent her summer vacations in special study in Chicago and Kansas City and is awake to every practical innovation that appears above the horizon of home work. During her first two years in the state she gave telling addresses in different towns.

In the nearly four years of her teaching in the college the number of girls have increased. Two years ago there were only eleven girls in all. This year about fifty of the 235 pupils are girls. Forty-three of these girls are enrolled in the household economic department, and twenty-six are now in the classes pursuing the study of foods and practical cookery. The sewing classes are well filled under the instruction

of Miss Amy Nichols. These girls represent principally the American and Norwegian nationalities and are drawn from all parts of the state.

The household economic department, formerly called the domestic economy department, is a regular branch of the college work. Two large, light, airy and pleasant rooms in one of the college buildings, looking off toward the town, are set apart for this department. One is a regularly appointed kitchen laboratory, with tables, cooking utensils, range, gasoline stove and Aladdin oven, food charts, museum of compared food products and everything to give the pupils a comprehensive idea of the chemistry of food and cookery. The other, the lecture room, is prettily furnished and utilized as a dining room and for the sewing class. Here the pupils have practice lessons in the preparation and serving of meals. A few of the girls assist in one way and another to help themselves through the course. Part of them board in town and occasionally follow some side pursuit to help them out financially.—*Minneapolis Journal*.

Mrs. Lowe as a Leader.

MRS. REBECCA J. LOWE, of Atlanta, Ga., who was elected at the convention in Denver last June to the Presidency of the General Federation of Women's Clubs, serves as an example of the fallacy of the theory that club women are not home makers, says the *Philadelphia Times*. In addition to her many other accomplishments, Mrs. Lowe has the reputation of being the best housekeeper in Atlanta. As a model wife and mother she has proved a home maker in the best sense of the word. Born with all the old Southern liking for domestic affairs, she superintends personally every detail of her own household and a visit to her beautiful home is convincing proof of her efficiency. But her home, well kept as it was, proved too narrow a limit for her broad mind and as her children's growing up gave her greater leisure she turned her attention toward the broadening, not only of her own life, but that of other women. Before her election to the Presidency a Philadelphia woman asked if she favored a certain reform

advocated by the society she represented. "I am in favor of anything," was the reply, "which tends to the advancement of the cause of women." That the South has appreciated the honor paid her is proved by the large number of clubs which have federated during the year. And in speaking of them a Southern woman says: "The web of clubs spreading over our States is already doing a very gracious work."

About Frances Willard.

AN EXTRACT from Miss Willard's and her sister's diary gives us a peep into their girlish life that is quite refreshing. Miss Mary Willard writes: "Today Frank gave me half of her dog, Frisk, that she bought lately, and for her pay I made a promise, which mother witnessed, and here it is:

"I, Mary Willard, promise never to touch anything lying or being upon Frank Willard's writing desk, which father gave her. I promise never to ask, either by speaking, writing or singing, or in any other way, any person or body to take off or put on anything on said desk, without special permission from said F. W. I promise never to touch anything which may be in something upon her stand and desk; I promise never to put anything on it; I promise, if I am writing or doing anything else at her desk, to go away the minute she tells me. If I break this promise I will let the said F. W. come into my room and go to my trunk, or go into any place where I keep my things and take anything of mine she likes. All this I promise unless entirely different arrangements are made. These things I promise upon my most sacred honor."

From "Frank's" journal of the same period we quote her first poem, composed in her tenth year, which proves afresh that the thoughts of youth 'are long, long thoughts.'

"Am I almost of age, am I almost of age?
Said a poor little girl, as she glanced from her cage.
How long will it be
Before I shall be free
And not fear friend or foe?
If I somewhere could go
And I some folks could know
I'd not want to 'be of age,'
But remain in my cage."

—*The Beautiful Life of Frances E. Willard.*

Poetical

LOVES TOKEN TO A MOTHER.

C. A. HALL.

In the Springtime of our being,
All the world seemed light and gay;
And we passed some pleasant moments
Playing tennis and croquet.
And then evenings by the moonlight,
We would take our rig and whirl
Down some cool and shady driveway
With another fellow's girl.

It was then we dressed in fashion,
And had hat and shoes to wear;
And a shaved face, bright and smiling,
And a heart that knew no care.
And the ladies' sparkling orbits
Held for us a favored glance,
When we met them in the ballroom,
And asked them for a dance.

Now, while we recall the memories
We have treasured all through life;
Our best thoughts are of our daddy
And his tender, loving wife.
And when we shuffle off this earth,
And give way to another;
Rest assured our mind once held
Loves token to a mother.

Volta, California.

FRATERNITY.

It is as broad as the span of the universe,
It is as deep as the dark blue sea,
It is as high as the vaulted heavens,
That tower o'er you and me.
Its strength is the might of the cable,
Its texture the softest of silk,
Its love is the love of a mother,
Its nourishment, humanity's milk.

It sweeps out a thousand errors,
With its soft and magic touch;
It lendeth the hand to the needy,
And of its general share gives much.
It is slow to move to anger,
Its patience endureth long,
And while it forgiveth others,
It will never a brother wrong.

'Tis the cornerstone of our Order,
The key to the structure grand;
And he who would enter our portals,
Must bear it in his hand.
And none are worthy to enter,
Who malice and anger feel:
For each must work with the other,
To promote our Order's weal.

When once within our border,
'Tis a traitor's hand, indeed,
That would strive to mar our Union,
And the flames of discord feed.
For each vowed at the altar
To never a brother wrong,
To promote the growth of the Order,
And make it great and strong.

May the smiles of fortune linger,
And ne'er the home forsake
Of the loyal faithful worker,
Who scorneth his pledge to break.
And he who is counted greatest,
When all earthly cares depart,
Is the one whose crown is brightest,
For having worn it in his heart.

He who would win our homage,
Must truly its teachings heed;
For the star of our Order's greatness,
Is its noble, fraternal creed.
Its mission among lordly and lowly,
And wherever divinely sent,
Is the clasp with the one and the Father,
While the other to humanity's lent.

—Exchange.

"THE NIGHT SHALL BE LIGHT."

MRS. ELLA CLARK.

O, send out thy light dear Father,
For the way grows dark within;
And only Thy radiant glory
Dispels the shadows of sin.
Lo, then lest I wander afar
Illumine my path to the goal,
For oh! the delusive by-ways
That lie in wait for my soul.

Behind me lie deep waters,
Before me unfathomed depths.
My heart is heavily laden,
And the tear-drops mark my steps.
Lead me, keep my feet from slipping.
Be Thou of my life a part,
I would hold with Thee sweet counsel,
It strengthens and heals the heart.

And when life's troubled waters break,
And sweep in upon my soul,
O, lend Thy hand to uphold me,
And the touch shall make me whole.
For in Thy holy presence, "the
Night shall be light about me,"
And the heart, restless with action,
Shall find peace, sweet peace with Thee.

Dallas City, Ill.

FAME'S COST.

Oh, scorn not things of low degree,
And sigh for wealth and state;
Far better court humility
Than burdens of the great.

For he who wins ambition's fight
Can never be at ease;
He gains, 'tis true, a worldly height,
But has a world to please.

For cares increase as honors grow,
And in his new estate
He finds, though bright those honors glow,
'Tis thralldom to the great.

The flatterers that about him throng
Each has some dole to ask;
To please them is no idle song,
But an Herculean task.

We value things as they appear,
Nor count the cost and pain
Which line the road to that bright sphere
The envied ones attain.

Fame is no royal heritage;
Its crowns are free to all;
But who its dizzyest heights would gauge
Must risk the dizzyest fall.

Then sigh not for ambition's meed,
Its scepter and its crown;
Uneasy lies the kingly head,
Though pillowed upon down.

—Chicago Inter Ocean.

AN INDICTMENT.

DICK DRUMMOND.

Rouse ye Americans! E're ye have lost
The last vista of your manhood!
Why tamely stand while being robbed?
The fruits of toil belong to you.
Why claim them not? Your children starve —
Your wives despair. Your brothers and your sisters

Plead for help; and yet ye give it not!
Is't cowardice? Is't ignorance?
Or is it but indifference that holds you fast?
Are ye so low, that fear withholds your arm?
Are ye so ignorant, ye know not whence cometh wealth?

Or can it be your hearts so calloused have become,
The cry of anguish stirs ye not?
Know ye the oppressor, and yet shrink
From conflict because his arm is strong? —
Or is your brain so dulled ye know him not?
Or is your love for self so great
Ye care not what the fate of others be?
That father, mother, wife or child, may sink
Beneath the burdens far beyond their strength to bear,

And ye condemn them for their weakness?
I'll not believe it. Yet what shall I believe?
Why stand ye there inactive? Why withhold
The helping hand from pleading brother?

Are ye brutes? Have ye no sympathy?
Can ye not hear, and see and feel? —
Then look about you. Hear ye not the cry for bread?

See ye not thy brother clothed in rage?
Feel ye no sorrow at thy sister's shame?
Rouse then, I say, from your fool's dream of superiority.

Stand forth a man, a noble man —
Demand — secure — maintain your rights,
And not your rights alone, but every man's.
Too long you've closed your eyes,
Too long you've failed to hear.

Too long you've steeled your heart 'gainst anguish and despair,

Awake! thy brother calls! Arise! thy sister pleads!

Come forth! thy father falls beneath the tyrant's blow!

Thy mother's spirit, crushed by cruel wrongs.

At last gives way, when hope is gone!

And care ye not? Indifferent ye remain?

Then curses on you — coward that ye be!

Ah! providence and fate! Ye answer so?

Ye know ye do but lie. 'Twas man-made laws,
Not nature's, struck them down.

'Twas human laws deprived them of their rights. —

'Twas human greed, their very life blood stole!

Disguised and subtle man-made laws;

These curse our land! These crush the very manhood

Out of men! And yet ye see it not?

Art blind? Behold thy brother's need.

Then gaze beyond. See yonder's gorgeous pile —

A mansion grand, with lux'rys filled,

And yonder's throng of idlers: They have no need

To labor with their hands, — and why?

Come, tell me why? Are they of finer mould?

Are they of better race than thee?

Whence comes this wealth that makes them free from toil?

Ye answer not. And yet ye know.

Art fool, or knave, that silence holds thee so?

Come, find thy tongue, and tell me whence it comes! —

Ah! true! Thou hast it now,

From labor in the field. Thence comes all wealth.

Now use thy wits and see if thou canst think,

Whose is this wealth from nature's bosom plucked? —

(Free gift to all, is nature's storehouse.)

The case is clear. There's but one side,

The workman's side. To him belong the fruits

Of honest toil. To him alone.

Ye see it now. 'Tis plain, — and yet ye stand inactive.

Ye will not move a hand, nor speak a word —

Nor even cast a vote to claim your own!

The mystery is great. Ye are a slave, —

A weak and foolish slave to old ideas

That are false and wrong! Your blood,

If aught ye have, is pale and thin —

Your spirit conquered by your serfdom! —

Your mind enfeebled — reason fled.

I call aloud — Awake! arise! Throw off

This yoke of serfdom chained upon you

By cunning laws of deep and dark device,

And stand forth a man!

FACE-TIOUS

Suburban Foreboding.

"This wireless telegraphy is great."

"I don't know. If my wife gets at it, I'll have so many bundles to carry home that they won't let me ride on the cars."

One Exception.

"Oh, mamma, I'm miserable. I know I'm not fully in Harold's confidence. Did papa ever keep anything from you mamma?"

"Nothing—that is, nothing but money."
—*London Tit-Bits.*

Train Talk.

"The greater evil, perhaps," said the lean passenger, "of profanity—"

"Is its inadequacy," interrupted the fat passenger, who had discovered his pass was home in his other vest.—*Indianapolis Journal.*

Fact in Physiology.

"They say a man who turns pale when he gets mad is the most dangerous."

"I guess that is so. A man who is scared nearly out of his boots will put up an awful fight."—*Indianapolis Journal.*

The Dull Thud.

"I am wondering," said the nice, green college graduate, "whether I'll become a bank president, a railroad manager, or a newspaper editor."

"Why don't you go to work?" asked the iconoclast.—*Philadelphia North American.*

The Underground Mail.

A little girl's father saw her one day burying a little piece of paper in a hole she had made in the soft earth in the garden. The proceeding aroused his curiosity, and after she had gone he went to the place where she had planted the paper and dug it up to see what it was. There was just one line written on it:

"Dear Devil: Please come up right away and get my auntie."—*Life.*

She Knew Him.

"I'm going west for a little vacation with a lot of good fellows," he said. "What book will be of the most service to me in our ramblings about the country?"

"Hoyle," was the ready reply.—*Chicago Post.*

Where Man Would Be.

"Where," asked the female suffrage orator, "would man be to-day were it not for woman?" She paused a moment and looked around the hall. "I repeat," she said, "where would man be to-day were it not for woman?" "He'd be in the garden of Eden eating strawberries," answered a voice from the gallery.—*Chicago News.*

An Effective Remedy.

In Cincinnati a man advertised his desire to sell a valuable secret for fifty cents. He stated that he would tell how he was cured of drinking, smoking, swearing, staying out at night, going to the races, gambling, and how he gained twenty pounds in weight in two years. Several persons sent him fifty cents each and here is the secret they received: "Just cured of all the bad habits named by an enforced residence for two years in the Ohio State prison."

Dangerous Loquacity.

This is how a Georgia darkey explained a fatal accident on a railroad to the coroner: "How come he died, he wuz in de way er de train; en how come he wuz in de way er de train wuz 'count er der dimmy-john er liquor; but how come de liquor didn't spill, en de dimmyjohn didn't break w'en de train runned over him, is one er dese t'ings dat's providential, en hid fum our understandin' fer a wise purpose. All I knows fer suttin is—I don't see how a man could go ter sleep on a railroad track, or anywhere else fer dat matter, wid sich good liquor 'longside him!"

Had His Character.

In some rural districts of England there are held annually hiring fairs, where farmers and others attend to engage servants. At one held in Gloucestershire last Autumn a farmer opened negotiations with a lad who seemed suitable for his purpose. Various questions having been asked and answered, the farmer inquired at last:

"Hast got a character from thy last place?"

"No," replied the boy; "my old gaffer be about somewhere, and I can get he to write I one."

"Very well," was the reply; "thee get it and meet I here again at four o'clock."

The time came, so did the farmer and the boy.

"Hast got thy character?" was the query.

The answer came short and sharp: "No; but I ha' got thine, and I bean't a-coming."

—*New York Tribune.*

Something New.

A family out in West Philadelphia lately imported a colored boy from their old home in the wilds of Western North Carolina, and though the lad has been in Philadelphia not yet quite two weeks, he has already learned something which he will not soon forget. It was told this way:

Of all the manifold chores that fell to his lot, none gave him half the delight of the hose which he was wont to use as the sun went down to water the bit of green in front of the house, and to sprinkle the street. This was a modern invention which had not penetrated to his mountain home, and its wonderful possibilities as a weapon against the teasings of the boys in the neighborhood impressed him greatly. The other evening he was engaged in his favorite occupation of sprinkling the yard, when some urchin began, from the other side of the street, to bombard him with a volley of sticks and stones. Here was an opportunity not to be lost.

Elevating the nozzle, he directed the stream point blank at the offenders, but, unfortunately, before it reached the other side of the street, it came in contact with a trolley wire, and in an instant the ebon im-

portation was executing a series of back somersaults that finally landed him up against the house.

As he recovered from the effects of the electric shock he was heard to murmur: "Speck dat must er 'most broke dat mule's leg, he kicked so hard."—*Philadelphia Inquirer.*

Feeling His Bumps.

A phrenologist who has been touring the country and giving lectures in the art tells the following "good one" on himself, says *Tit-Bits*. He was in the habit of inviting people of different avocations to come upon the stage, and he would dilate upon and expound the peculiarities of their cranial construction. He had come to that portion of his lecture where he dwelt with the criminal form of the cranium, and addressed the audience:

"If there is any person present who at any time has been the inmate of a prison, he will oblige me by coming upon the platform."

A heavily built man responded to this invitation.

"You admit that you have been in prison, sir?"

"I have, sir," was the unblushing answer.

"Would you kindly tell us how many years you have spent behind prison bars?"

"About twenty years," unhesitatingly replied the subject.

"Dear, dear," exclaimed the professor, "Will you sit down, please?"

The subject sat down in a chair in the center of the stage. The professor ran his fingers rapidly through the hair of the subject and assumed a thoughtful expression.

"This is a most excellent specimen. The indications of a depraved character are very plainly marked. The organs of benevolence and esteem are entirely absent; that of destructiveness is developed to an abnormal degree. I could have told instantly without the confession of the man that his life had been erratic and criminal. What was the crime for which you were imprisoned?"

"I never committed any crime," growled the man in the chair.

"But you said that you had been an inmate of a prison for twenty years!"

"I'm the governor of a jail."

Our Correspondents

Labor Emancipation.

JOSE GROS.

VERY often for the last few years have we noticed discussions in our labor organs on the subject of government ownership of railroads and similar industrial combinations, and found how deep is yet the antagonism to any such idea on the part of our working intelligent men. On the other hand those who are in favor of that ownership fail to see the processes under which it should be established if that has to mark a real advance in social development. Before we attempt to suggest the principles on which such government ownership should rest, let us examine the idea now and then advanced for the workers of each combination to gradually buy it from present owners, by means of annual installments on the part of those workers.

Take for instance the railroads, with their capitalization of about one and a half billion, and its real value, which is placed by some at something like \$600,000,000, and by others at not over two-thirds of the latter sum. The writer, after most careful consideration of best data by experts would place the real value of our 200,000 miles, or about that, at not over \$400,000,000, after proper deduction from deterioration of those portions of the property now in use for a number of years. Because nothing built up by the hand of man fails to lose part of its value year after year, when greater and greater repairs become necessary to keep the property in a workable condition.

Well, our masters, the monopolists, are shrewd enough to keep their property at prices two or three times its actual value, when not four or five times, and then we, the plain people, propose to buy at the actual value or even a little more, either for the benefit of the whole nation or for that of the workers at work in the respective corporations. We seem to assume that our

masters will let us do that, but do you not see that they are not likely to do that any more than fly?

Before we proceed any farther in our analysis, let us remember that even if it was possible for the railroad workers, for instance, to buy the railroads at the sum of, say, some \$500,000,000, twenty per cent. more than they are really worth, even then, what would we accomplish, in the sense of a healthy, social reconstruction? Practically nothing; nothing but a change in the manifestation of our railroad monopoly; nothing but a change in social injustice along that line. We cannot benefit the nation at large by simply benefitting groups of workers here and there.

Modern civilization is crumbling down under the weight of privileges to some at the expense of the rest. You cannot save civilization by simply broadening the crime, by simply increasing the number of the privileged classes. The larger they become the greater the difficulty will be in suppressing the evil of the monopolies we breed by concessions to some for their exclusive benefit. The more people you can interest in any given injustice, the stronger it becomes, and the more difficult to create a reaction against it. How can it be otherwise? The whole march of history proclaims that fact. Plain, common sense itself proclaims it.

Incidentally we may mention the actual impossibility of any plan for the collection of millions upon millions of dollars through a large number of years, and from a large number of workers, for the purpose of buying any of our corporations. Most of the workers obtain, when at work the year around, say an average of \$600, about half what is needed today for a family of five to live a life in which the mind remains something of a mind. Because real life is not only a question of mere animal strength with which to perform a certain amount of physi-

cal labor. Suppose that we succeed in collecting \$100 per annum from 200,000 railroad workers, \$20,000,000 yearly. It would take twenty-five years for us to have \$500,000,000, by which time the actual value of our railroads would be over double that sum, and their capitalized value over three billions, the only ratio at which they could be bought, please remember, even in fragments. The job would simply be a mad chase after a rainbow. And what would have become in those twenty-five years of most of the workers, they and their families being bled by that heavy annual tax of \$100 on their slender incomes? They would be under the sod. Others would have taken their places. To whom would that half billion of dollars belong representing increased deprivations on the part of our dead workers and their families for a quarter of a century? Don't you see what queer, unjust results must come from fanciful, unjust concepts in social reorganization?

Some of the above indicated troubles would also cross our path if we simply attempted the government ownership of this or that public or semi-public function under the name of franchise corporations, as our readers will perceive by carefully perusing our statements in the previous paragraphs.

No, our friends, the workers, cannot expect to get rid of the evils of the coils of the anaconda that envelop our whole national life, by sticking to the serpent of land monopoly which in this or that form sucks today and has always sucked the blood of all honest labor. You must kill the serpent in question, and you must kill it dead, that is, beyond the point of resurrection. And you cannot kill it either dead or half or one-third dead, as long as you remain attached to our present political system, as long as you are satisfied with a ballot that simply gives you the power to elect this or that set of politicians for them to do just what they see fit with your earnings through the most dishonest methods of taxation and monetary systems that were ever devised on the face of the earth.

Our readers ought to partially know what we mean, if they have read our articles in THE TELEGRAPHER for several months past. Our full meaning is anyhow as follows: We need

First — Full taxation on all land and fran-

chise values, by which we would squeeze all the water or monopoly values out of all corporations.

Second — A money system resting on government notes, as the only legal tender for public and private payments. Part of those notes could be issued for the gradual cancellation of all the actual values of all franchise corporations, and part to cancel the real labor values of all public debts. Their monopoly value would be taken through our land values taxation.

That double process would have the effect of emancipating labor in, say ten years, but it is not to be expected that labor will be emancipated in a hundred years.

Artificial vs. Natural Electricity for Curative Purposes.

Editor Telegrapher:—

In the June TELEGRAPHER I notice an article by Dr. Boyd on the efficacy of Franklinic electricity as a means of cure of arm paralysis.

Having given some attention in an experimental sense to the causes and cure of nervous weakness, I feel at liberty to question the wisdom of using artificial electricity on the human organism. Investigation leads me to think that applied electricity, either with belts or batteries, leaves the nervous system in a worse condition ultimately than before its use; and I have yet to hear of one instance where a permanent cure has been effected by such apparatus.

Temporary benefits, only, seem to have been derived, and these, I think, have been due to muscular tension through contraction.

Artificial and animal electricity are distinct vibrations, and seem to be dependent upon entirely different conditions for generation.

Experiments indicate that animal electricity is generated by the principle of life in the organism, and that power to control this electricity lies wholly with the mind or will of the individual.

If the only good derived from the application of artificial electricity comes by a tensing of the muscles, thus releasing the stored energy of the ganglion nerve cells, why would not physical drills by conscious volition, coupled with deep breathing to in-

crease the principle of life, be more in harmony with the ultimate object of the remedy, since that object is to gain self control of the lifeless fibre? From personal experiments I am prepared to say that a perma-

such practitioners will readily recognize the futility of artificial electricity as a means of cure of nervous disabilities.

Fraternally,

W. S. SPENCER.



"A HAPPY LITTLE ARKANSAS NIGGER."

Courtesy—Missouri Pacific Ry.

nent cure is possible for every nervous defect, if certain drills, as indicated above, are conscientiously and intelligently practiced.

And from the knowledge of the forces thus brought to light, I believe that all

[NOTE.—Further correspondence upon this subject is invited as the discussion may develop some information of great value to telegraphers who have lost or are about to lose their grip.—ED.]

From Pennsylvania.

I notice a great deal of discussion through our Journal in regard to "Government Ownership of Railroads." I have given this question a great deal of thought and, in my opinion, were it not for certain barriers, I think it would be a very good thing, and believe through it we would obtain shorter hours per day, living wages and fair treatment. However, I am under the impression this question is not given the proper thought and the serious consideration it deserves, as it appears to me if "Government Ownership" should be accomplished, we would yet have one great difficulty to contend with in a political sense, for there is very little which our Government controls that politics does not rule to a certain extent, and, in some things, to an injurious extent concerning the welfare of the American people, and in this respect alone I little doubt but that we would find much room for grievances. I view the question from this particular standpoint,—we are well aware of the fact that government affairs are run on political principles, and, as it appears, by a certain few individuals. For instance: There is a man at a certain station, who is trustworthy in every respect, who handles the business successfully as far as the government of that road is concerned, receives a fair salary for his labor and has held this position throughout a republican administration. Another party comes into power, and, for the simple reason that a certain politician with a "pull" desires this situation for "Somebody's Son," you then find yourself minus a situation, and then what are you going to do about it?

If the plan under discussion would be run on a non-political basis in that respect, then I will admit it would be the very best for our comfort and welfare; otherwise, not. We will suppose the railroads would be run on a political plan, as are all government enterprises. The country is being overrun with telegraph operators seeking employment (outside our Organization, of course), and, if the administration should change hands, how long would it be until every vacancy would be filled wherever the management saw fit to remove us because we did not belong to that party, or for reasons of their own? The true version of the matter is,

there are a great many of us who would be fitted for but very little work outside our profession, and, with a family to support, were we to lose our present situation through any change in the administration of our government, how would we meet the emergency? Now, then, under those unfavorable conditions, I fear we will have to pursue some fairer method than this through which to agitate the rights of the laboring masses, and that method, I believe, can only be properly exercised under a thorough organization of our labor unions. If this stumbling block of political rule could be overcome, then I say by all means give us "Government Ownership," and toward that end I would strive as faithfully as the rest of you for its accomplishment.

CERT. 21.

Wealth and Progress.

Very well do we remember the experiences we had while floundering around among the phantoms of pseudo-sociology. We took up everything in its turn, each claiming to be as specific and a sure cure for all the ills afflicting society, and about the most realistic truth we ever read was from the pen of a subscriber to a journal which proposed to expound the doctrines of anarchy. After discussing some of the ideas of the editor he said in effect as follows: "I do not see what would be accomplished by breaking up the present social regime and installing your ideals, for in a little while we would return to exactly the same social state as we are now in." As the years rolled on and we read more and studied harder the social problems continually presenting themselves to us, about the time we would think we had the matter all nicely worked out, there would loom up the fact that neither systems nor governments obtain without the people; that it is the life lived by each individual which makes the social fabric. When we come to install some of the pseudo ideals we discover that it would be just as easy to create a new world, for the people do not think just as we have imagined it all; something looms up which we had not foreseen, and then the whole matter has to be revised. Even if the ideals are actually gotten into operation as some of them have, they come to naught or are so modified that the distinction between

them and the rest of the world is nil. But to imagine that the writer has thrown up the sponge and pronounced the social fabric perfect, is not so, yet we certainly do not believe that everything in the world is rotten to the core, but that there is hope and immense possibility of infinite improvement in all directions.

It is only those who cannot amass enough wealth to satisfy themselves, and only those who have no opportunity or have lost their opportunities, who have the black clouds of hopelessness and despair rolling over every landscape presenting itself to their view. There was a time in the history of the world when fanatics and lunatics refused everything beyond a bare living, but in this industrial age they are not so easily found.

Would these friends of ours who strive so hard to make us see that everything is topsyturvy, and the whole world going to the "dimnation bow-wows," would they, we say, refuse an opportunity to enter into legitimate business with a surety of being successful in amassing a fortune? Would they refuse profits which would naturally come to them, because of the market price set by those in the same business whose cost of production was so great as to leave them no profits? Would they undersell these unfortunate strugglers for a bare existence so that they themselves might get no profits, thereby destroying the trade of their unfortunate brethren? Or would they take their profits and help out the unfortunates so that they might continue their costly production? Perhaps they would. But economic law is not conditional, it is inevitable. From the tone of some who write you would think that the mere accumulation of wealth, no matter how amassed, is disreputable, and to be wealthy is a disgrace.

So it is if wealth is gotten at the "forks of the roads" as the robber barons did in former times, who thought it a disgrace to engage in business, and did nothing for the industries but make the tradesmen pay tribute for the privilege of being allowed to earn an honest living. The robber baron so-called today has no existence. The jails hold all the thieves and robbers that can be caught, and if they are not caught it is not because of defects in the science and art of policing, but a laxity in the perform-

ance of duty or a deficiency in the force. In former times the baron robbers were not molested by the state. They themselves were the state—privileged characters. If the so-called "baron robber" of today locked his accumulations in a safe, or buried them in the ground, he would be the horrible being that is pictured and worthy of the contempt of good and honorable people. Of course the "robber baron" of today does not distribute his money gratuitously; we would love him less if he did.

The people of Rome were supplied with "bread and the circus" gratuitously. But Rome was not an industrial nation. She was a nation of soldiers and slaves, and because of that she has so much less of the admiration of the present age and generation. The robber baron of feudal times was engaged in producing nothing. The "robber baron" today is engaged in producing wealth. He is not only engaged in investing his money for the purpose of increasing the pile, in buying and selling to accumulate property, but in the making of machinery that will produce at a hundred and a thousand fold less cost than hand labor, which is sold at a hundred and a thousand fold less price, thereby increasing the number of articles to be sold, and permitting the poor laborer to enjoy the same conveniences as the wealthy, and increasing his purchasing power of the dollar. Every time the "robber baron" invests a dollar in order that he may double it, he is unintentionally compelled to contribute to the bounties of civilization and share with it a part of his gain, both in lower prices to society and higher wages to the laborer. This is the effect. It may not be apparent at once, but it is bound to be the result in the long run, and so long as the "robber baron" continues with his investment for gain, so long will society be benefited, and will he be a benefactor. But let him close his coffers and his benefactions cease, unless they begin in philanthropic work, which is distributive, and not productive in an industrial and commercial sense.

In conversation with a gentleman not long ago, who is by no means in poverty, he lamented the miserable condition of the poor, and told how his heart was torn because of their struggles. In the fine city through which we were walking we observed little

or nothing of the picture he was drawing. Certainly we were surrounded by the usual number of unfortunates. The blind sitting on the curbstone grinding out dismal music for what the awakened sympathies of the passers-by might donate them. The old and decrepit, and the out-of-works; but these all were few. The busy workmen in every store and factory, and the well dressed people on the street showed none of this misery he was summing up and the lamented hardship. We said to him, why discomfort yourself over these conditions, we cannot help them. No more is it our fault that there are poor, and even suffering and misery, than it is that there are those who are wealthy. And no more is it our fault that they are poor than it is the fault of other men that they are wealthy. Some men cannot help making their millions. We would all be millionaires if we had the opportunity and ability. "Yes," said he, "I would be a millionaire if I had the chance."

Some who read this will want to take it as conclusive proof that the writer is selfish and has no concern for the welfare of others, and believes that all things are ordered to be just as they are, and that all we must do is to sit down and allow the old world to roll along as it pleases with the assurance that all will come out right in the end. But that would be a mistake. He believes that as things are they are, and that is the condition we must contend with and consider. That things ought to be different and that they might be different it is true, but it does not bring about the difference by lamentations and complaining that the difference does not exist. What we want to do is to suggest something to be done, then go to work and do it. But to suggest something infeasible, something unheard of, something out of the natural order of things is only to waste valuable time and efforts. What we want is that which will bring a beneficial result. To elucidate: Edison, after spending his time in producing a lot of toys and electrical phenomena, said he would contemplate nothing in the future which had not a commercial value.

We dream about elaborate plans of the more equitable distribution of wealth. Of government ownership of railroads and

telegraphs. Municipal control of gas works and water works and street car lines, believing that such things will dispense with the necessity of building almshouses and perhaps jails. But if the governments cannot do to perfection the work already under their control; if politics is rotten as some seem to think; if we cannot now elect the proper men to office; if labor organizations have to fight for shorter hours for city employes; if post masters and letter carriers and government clerks have to have organizations to take care of their interests; if these things are and have to be now, what would they be under any other arrangement, which would be nothing more than an attempt to adjust matters to the disposition of the people, or in other words, the people trying to adjust matters in the way which to them seems best.

A correspondent in the June number of THE TELEGRAPHER suggests that the employes buy up the railroads, a suggestion made by the writer more than two years ago in these columns. Our correspondent figures out what could be accomplished by a small sum set aside by each person, an astounding method used in convincing the Sunday school boy what he could save if he did not spend his money for tobacco, which is all true, for figures won't lie although figurers sometimes will. Such an ownership by the people would be an ideal one as it would give them a more direct and perfect power of control than politically. But why do they not do it? For the same reason that they do not do a great many things which they should and could do, and that reason explains a multitude of sins of omission and commission.

The Commercial Travelers' National League has a fight on hand against trusts. The economic function of the trusts is to produce at least cost, hence they sell to the consumer direct and need no drummers to place their wares with retailers. A correspondent to one of the dailies states that there are about 350,000 travelers in the United States, and that almost 75,000 have already been affected by the trust in the loss of their positions. He also says that they have made big money and places the minimum salaries at \$3,000 a year. Then he argues that if for the past ten years they had "combined as a trust

and contributed annually \$100 dollars each, which would have been a small sum, they could represent today a combined capital of about \$350,000,000." Why didn't the League do this? From all appearances they are unprepared for today's crisis and cannot tide their unfortunates over the transitional period, for this economic movement will result as all other economic movements have in an increase of opportunities for employment and a greater production and distribution of wealth. But the League did not do as it should have done for the reason that other labor organizations do not provide for a great many more things than they do. The wage earner is lethargic. He takes his wages to spend them upon his immediate living, and is satisfied to leave the management of the industries to those who desire to exercise their captaincy. He would rather that the risk be taken by others than himself. What we want to do is to "get up and scratch."

S. W. HILLER.

The Discontented Man.

God bless the discontented man. 'Tis he who opens the flood gates through which the stream of living souls pass into new fields and spread civilization into heathen lands. It was the love for something new that led Columbus to risk his life upon an unknown sea, that he might find another world.

"Give us something new," said Daniel Boone as he took up his gun and led the way toward the setting sun. Through such discontentment we came to dwell on the sunny slopes of the South, and to gaze with ever-increasing delight across the broad rolling plains of the West, and inhale the fragrant perfume from the flowering valleys which had for thousands of years lost their sweetness on desert air.

The discontented man is the advance agent of civilization. 'Tis he who leaves his home and loved ones, and paves the way through trackless forests and across rugged heights that the contented man may follow and establish his home, and live in quiet and peace, where oftentimes, when gathered around the quiet fireside, tales are told of the worthless, shifting fellows who can't stay in one place long enough to amount to anything. He is never contented. GROVES.

From Montana.

I see government ownership of railroads is beginning to be agitated and thought of by quite a number besides myself. I am an ardent advocate of government control of, not only the railroads and all public utilities, but of all things, and by government control, I mean an "absolute Government of the people, by the people and for the people," some such scheme as "Bellamy" describes in "Looking Backward" and "Equality." It is not only possible to have such a Government, but I firmly believe we are drifting daily closer and closer to it. I say drifting, because we are not putting forth any concentrated or direct efforts to accomplish the end desired, which will not only benefit and elevate the present worker of all kinds and classes, but it will also elevate and benefit the present, so-called "upper classes" of society into something more than mere "fashionables," the "drones" of humanity, utterly useless, and worse than useless to any part of the laboring world, into real men and women, with an object in life that makes it worth living, that of being something of value to their friends and the world in general.

We must not only agitate this question among our own craft, if we expect to realize anything from it, but must try to get others in the ranks of organized labor and outside of it to talk about it, and think about it. The more it is talked about the more people will become convinced of the great benefits to be derived by all, from such a Government as Bellamy describes.

The forming of trusts and the consolidating under one head or management is an education the people will not be able to ignore, because it is being brought forcibly home to thousands daily. They will be better able to realize that it is possible for all things to be managed by the Government, in the course of a few years more, after all this has been ground into their souls a little deeper by the grasping soulless trusts.

I cannot present my views in the logical manner that Bellamy has, but anyone can read his "Looking Backward" and "Equality," and do their own thinking. If we would have government ownership of anything we must talk about it and get other people to coincide with our views. The rich corporations

and syndicates and trusts are not going to give up the least bit of the vantage ground we have placed them on, voluntarily; we must bring it about ourselves. Why should we work for the benefit of a few, when we should be working for the equal benefit of all, ourselves included? Or, in other words, the product of all our labor be equally divided among all, and all be made to produce something by labor of some sort.

These are my views, and if they are considered selfish, I believe they would at least have the merit of benefitting the greater part of humanity equally with myself.

Let us have the views of all, and not only the views but the effort of all to bring about the greatest good for all.

The continual and ever increasing strife for the almighty dollar is leading us all far away from the broad path of humanity into the narrow way of selfishness.

Yours in S. O. and D.,

CERT. 233, DIV. 23.

Theory of a Dream.

Dreams have always been looked upon as a mystery. In olden times people believed in dreams as a good or bad omen as the tenor of the dream indicated; and in fact even today you can find people who believe the same way. I believe dreams to be based upon a scientific principle.

As thought proceeds from the brain through the mind, so a dream is produced by actions of the body through the nervous system upon the brain.

First, take the mind, which as a part of life, is ever active; the mind never sleeps. While our bodies are at rest our minds are active; acting upon the subjects which the brain represents.

Next examine the brain from which proceeds every power the body is heir to. The brain is the power-house and the senses are wires through which the current passes to reach the outer world.

Now, take the composition of the brain. Medical science teaches that the brain is composed of innumerable small grains or cells of matter, and to each of these cells is connected a small nerve, just as you connect a wire to an electric battery. This little nerve runs away to some larger one and on to groups or nerve centers which distribute,

and so on reaching throughout the entire body.

For example, take the telephone or electric light plant of the large cities. The whole plant receives its power from the machine in the power-house, and by small wires that lead away to every part of the city the current is carried. Or the street railway. Take a car any place you like and go to a transfer station, take another line and so on until you finally reach the power-house or headquarters.

Just so with the human system. Through thought, directed by the brain through the senses we locate an object. These little nerves take it back to the brain, and the brain through the will directs the hand to take hold of the object.

Having thus outlined the action of the system we will proceed to look into the cause of the dream or how it is produced.

We must understand that each little grain or cell of the brain represents some object or subject. As phrenology teaches us that the different parts of the head can be developed on different subjects, which shows that these subjects really exist, and can be developed to such an extent that the shape of the head can be changed.

Have a person lie down to sleep; being in perfect health and comfort he sleeps so sound and deep that on waking he says he did not dream. The truth is, he did dream, but his mind jumped from one object to another so rapidly, being at perfect ease and in such deep sleep he could not recall anything that passed through his mind.

Again, let a person lie down and sleep on the right side for instance, place under the thigh or under any part of the body, a small stick or hard substance of any kind which is sufficient to deaden the nerves at that place and follow this same nerve to the brain and you will find it to cross over to the left side just at the back of the head. Therefore this deadened nerve presses on the left side of the brain, leaving the cells directly opposite this deadened nerve doubly active, and on whatever object the active cells cover is the subject of your dream; and as the pain caused by the substance under you makes your sleep light, you can remember what you dream.

Take a sick person, some organ of the body is deranged and the nerve leading to

the brain from that point causes the one opposite to be more active, and that will be the subject in the dream.

Take the nightmare for instance. This awful animal comes to us when we sleep upon our back. The nerves in the back cross at the neck and control the forehead and leave the back of the head (which represents our animal nature), free for the mind to ramble about in this animal kingdom, and the next thing we know we run upon some monster that causes us to cry out with fear, and we wake to find it only a dream. Some may ask, why, to press hard upon the head does not cause a disturbance in the brain. Because the skull protects it. All these little brain nerves, even the brain pan, the base of the skull or along the spinal column.

GROVES.

From Texas.

The government ownership of railroads and telegraph lines would serve to increase our wages, and perpetuate our positions.

Is this what "Cert. 1" would have us believe? Does he really mean that the acquisition by the National Government of railroads and telegraph lines would increase our wages, shorten the hours of labor, and give us fifty-two Sundays each year, with absolutely nothing to do? Now, that sounds very nice; the theory is enchanting, but the practical side of the question is hardly so. The brother is doubtless suffering from a severe case of populism superinduced by some petty or fancied grievance against the road that makes it possible for him to earn a living. I have given this question as much thought as any matter outside my profession, and it is my candid opinion that there are no benefits to be derived therefrom, either by the railway employees or the general public. 'Tis true that political party favorites would come in for their share of the pie, but where would the average telegraph operator or station agent stand? We would have to enjoy a pull with the campaign wind jammers of the country, and be recommended by our Congressman to the President for appointments. That is if our party in which we had placed an abiding faith, succeeded to the throne; but if their battle be lost before the sovereign people, our hopes for an appointment

to a classified station, would be as chaff before the wind, and we would be forced to secure other employment at any old salary until our party again came into power. Such are the conditions that prevail today, and who will say that they would be different, with the extension of federal authority to the railroads and telegraph lines. Bro. Cert. 1 would look well with a walking arsenal in the guise of a United States marshal or secret service man dogging his path day in and day out, and woe be unto him if his baggage or warerom was found not locked, or a parcel of freight or a piece of baggage left on platforms. He would be ruthlessly dragged from his family and friends, thrown into prison, and a very serious charge made against him. His conviction would be swift and sure, and the penalty might be a term in Sing Sing prison.

Now, as to salaries, as far as my personal observation goes (and I am not going beyond that), railroad companies pay better wages than the Government. Take, for instance, a fourth-class postoffice that I have in mind which pays the postmaster from \$20 to \$25 per month; the railroad company at the same town pays its agent and operator over \$1,000 per year. Take a salaried postoffice that pays \$1,300, out of which the postmaster has to pay his clerk hire, the railroad company pays its force exclusive of extra labor \$3,240. I could cite instances without number like these but I do not consider it necessary; I would, therefore, like to know upon what evidence our dear brother bases his remarkable conclusions with reference to salaries.

Oh, you are afraid that the company will discharge you without due cause, are you? Well, now, brother, let me tell you; if you attend to your duties strictly you need have no fear along that line. Not very long ago I heard an official say that this company had not to his knowledge discharged a man without cause, and that, upon a full investigation, if the man was found to possess any ability he was at once reinstated. I believe this is true, and I believe that it is the policy of modern railway management.

Dear brother, have you no remorse of conscience in creating this furore among the people? If the great financiers and railway magnates throughout the country

could realize their impending danger of having their property confiscated they would be horror stricken.

Will you not leave this question for future generations to determine, and devote your valuable services to the upbuilding of our Order, to the maintenance of our contracts, and the promulgation of others? Organized labor has made wonderful strides during the last decade, and in such organizations we have the key to our own salvation; will you and Bro. "Jim Awake" join in an organized effort to more thoroughly organize our organization? A voice answers me yes, so let's be up and doing. I remain against government ownership of telegraph and railroad lines. With great respect,

JOHN GRAVES.

From Colorado.

I have been watching with interest the discussion on government ownership of the railroads. I am, of course, strongly in favor of this, as I am in favor of every move in the direction of taking monopolies out of the hands of the individual and placing them in the hands of the people as a whole. This is the evolutionary movement which has been making very rapid headway for a few years past, and is destined to continue until the time shall arrive when the people, as a whole, will be the only capitalists. Not until this has been accomplished will the great question of capital and labor have been solved. It will no doubt take some time and some study for all to see this, but I believe every honest investigator will eventually reach this conclusion.

The point I wish to make in our present discussion is this: The contributions on this subject have been too limited. The phase of the question that seems to be foremost in the minds of contributors is, will the operator, as an individual, be benefited in the matter of hours and wages? It is, perhaps, natural that we think first of these things, but I think we will get a clearer and better view of the subject if we take a glance at it from the standpoint of a citizen. The question in my mind is, would government ownership of railroads be a benefit to the people of the United States? We operators are not the only suckers in the river. Great as the O. R. T. is, we cut very little figure

in the solution of a question of this kind; especially when we limit it to a professional standpoint. We might convince ourselves that it would be a glorious thing for the operator, but if that is our best argument we will have a hard time coaxing the farmers and the laboring men in other callings to vote us into this perpetual picnic. We must look at the question from the broad basis of citizenship, and our efforts in the cause must come not from a hope of personal gain, but from a conviction that public ownership of public utilities is a public necessity.

Now, I am not going into statistics or even comparisons on the question. The literature is so plentiful, especially that favoring government ownership, that I think most of the boys will run onto some of it. You certainly will if you are really making an investigation. One contributor tells us how easy it would be for the railroad men to save money and buy the railroads, but how impossible it would be to persuade our legislators to saddle such an enormous debt on the whole people; showing that the difficulty is not the debt itself but that our law-makers, being averse to the move, will use that as an excuse for non action. Our law-makers will learn to follow the will of the people just as soon as the people learn to express their sentiments through the ballot box.

Men who have made a study of the railroad question agree that by buying the roads at their actual value, and keeping up present tariffs, the roads would pay for themselves in a surprisingly short number of years. The people have perhaps paid for the roads a dozen times in the past fifty years. After they have been paid for the reduction in rates will, beyond question, be great. The cutting off of useless expenditures and the increased volume of business would soon justify a reduction of rates of perhaps one-half, perhaps two-thirds, thus stimulating industry along all lines. The experience of other nations proves this, and the study of any good book on government ownership will convince you of it. Let us take a glance, for a moment, at the question from the standpoint of the railroad man. Under government ownership it will of course be just as necessary that we keep up our organizations. We must not expect

any great or immediate improvement in our present conditions. Whatever we gain will have to be won through united effort, and by convincing those in authority of the justice of our requests. We can't expect to enjoy a princely salary and short hours while laboring men in other vocations are struggling with low wages and long hours. We must learn to aid in the general uplift of labor and not expect to be placed upon a pinnacle high above our brothers in other callings. As it is now, when we feel our hardships too great to bear, we organize and send our committees to the officials to plead our cause. The official represents the stockholder. It is to his interest to please the stockholder rather than the operator. Hence he yields only what he believes to be absolutely necessary to avoid trouble. He is a middleman, and even though his sympathies may be with the men, he must look out for his employers' interest regardless of ethical or humanitarian considerations. Whatever we have gained under present conditions, we have gained because of our power; because we have had our fighting clothes on, and the capitalist grants us certain concessions in order to avoid a greater evil—a strike. Whatever an official yields, and from whatever motive, he must always be able to convince his board of directors that the concession was necessary. The stockholder is too distant from the railroad employe for his sympathies to be aroused.

Now, before we can ever secure government ownership, it will be necessary for the working people to come into power, politically. I think all will acknowledge this. When it is accomplished it will be the victory of the laborers. It will come through the efforts of some political party controlled by a class conscious element. The working people will be politically supreme before we ever get a taste of government ownership of railroads. Our committees will then have to deal with men who have been chosen by the people, or if we have not progressed that far, at least by men whose appointment comes from a man chosen by the people. He will have no personal interests to defend. He will be in a position to consider grievances on their merits. We may confidently expect consideration and justice. By keeping our organizations up to date we may, if we see fit, go even beyond

this, for organized railroad men will be a power, politically, before the day I speak of has arrived. However, I would not present this argument to our friends. I am sure we have nothing to fear in transferring our allegiance from the individual inspired by motives of financial gain and personal advancement, to one inspired by motives of personal respect and honor and political preferment.

So far as I can guess, I believe the effect on wages will be toward equalization. I believe the Eastern and Middle states operators would be immediate gainers. Their wages would probably be brought up to about the standard of the Rocky Mountain country; while we of the West would surely not lose anything, though our advantage would be less marked.

I have said all this in deference to those operators who fear pecuniary loss. I would still favor government ownership if I knew my salary would be reduced. I believe it will be a step in the right direction, accelerating national progress and aiding the evolutionary upward tendency of present-day civilization. Intelligent, organized labor need have no fears of this progress. Its condition will always be somewhat better than that of the unorganized masses.

As to the objection that government ownership will give additional strength to the political party in power; this is an objection only to those who have some other reason for opposing the movement. We know that in a business of this kind, civil service rules must apply; also that before we are able to accomplish this reform we will have two parties, one representing the working people, and social and industrial reform; the other represented by the moneyed interests and conservatism. Once in power, "We the people," ought to be able to manage our own affairs more satisfactorily than they are now being managed by the money power.

The United States was behind the times in abolishing chattle slavery. Other people accomplished this forward movement with nothing like the struggle that was necessary with us. So in regard to government ownership of railroads. Other nations have accomplished it almost without any effort. Whether their statesmen were more far-seeing, or more honest, or from whatever

cause, nearly every country that has government ownership has had it from the beginning. Railroads were from the first recognized as public institutions for the benefit of the whole people, and were never allowed to get into the hands of individuals for private profit. But we seem to have a way of neglecting these things. With us it will take nothing less than a political revolution to place the railroads where they belong—in the hands of the people. The next biennial convention of the O. R. T. will not be able to accomplish it. As an organization it will not be necessary for us to take sides, but as individual citizens it is extremely desirable that we look into this and similar questions, and arrive at reasonable and logical conclusions, and then use our influence among our friends in getting them to investigate social and industrial conditions. Almost without exception when you have interested a man in these directions, you have made a convert to the laboring man's interests. Government ownership is bound to come; I don't know how soon, but the sooner the better, and when it does come we will, as a nation, be prepared for government ownership of a few other things besides railroads and telegraphs. Before this day arrives we will very likely see some illustrations of railroad trusts far in advance of any we now have, and then we will see government ownership, or a people's trust. Before anything much is accomplished we must have a political party made up of, and controlled by, the laboring class. We will have to strike out from our Union Constitutions that clause prohibiting political discussions. We will all have to become politicians. Union men will have to recognize the fact that they can't serve two masters: themselves and the capitalist. Either industrial freedom or industrial slavery is before us. Are you a capitalist or a working man? In which camp do you belong? There is no place for neutrals. Be a man and take sides.

DICK DRUMMOND.

From the Keystone State.

Cheer up comrades, they are coming our way. Major General Nelson A. Miles, of the United States Army, accepted an invitation to address "all organized labor" in the City of Pittsburg, Pa., June 30th, and

he kept his engagement. In the course of his address at the Opera House he said:

"From the earliest records and traditions we find that the people who have been industrious, prudent and temperate have been prosperous, happy and strong.

"Labor has been gradually ascending a higher mean to the clear sunlight of reason and progressive thought; is being more intelligently directed and better utilized; more respected and more highly appreciated. There was a time when there was a far wider gulf between him who toiled and him who did not, than there is today.

"While there are new and complicated problems without that must be settled on principles of justice and humanity, there are still mighty interests within affecting you, your children and your children's children, and no national duty is of more vital importance than that to protect and promote the toilers of this great nation in all that can contribute to their welfare and prosperity."

We feel certain that with such sentiments of truth and fact if General Miles had been Judge Gunster, of Lackawanna County, Pa., he would not have declared the Weiler law unconstitutional, but as a matter of public policy he would have sustained it and not caught at a technicality and strained over a gnaw.

In the text of the act it is provided that if any officer, agent or employe of any corporation chartered under the laws of the commonwealth, or any foreign corporation, shall coerce or attempt to coerce any employe of such corporation by discharging him or threatening to discharge him from the employment of such corporation, because of his connection with any lawful labor organization which such employe may have joined; or if any such officer, agent or employe shall exact from any applicant for employment in such corporation any promise or agreement not to belong to such lawful labor organization, or shall in any way interfere or attempt to interfere with any employe's freedom and untrammelled connection with such lawful labor organization, he shall be guilty of a misdemeanor, and on conviction be liable to fine and imprisonment. The judge declared this to be special legislation in contravention of the con-

stitution of both the United States and the State of Pennsylvania.

We do not question the learned judge's honesty, ability or conscientiousness, but to put the defenseless individual at the mercy of corporations is surely economic ignorance. It is the function of the state to protect, and when honest men use honest means and honest efforts to protect themselves where the functions of the state cannot touch, it is criminal to take away their opportunities and to thwart them, not to say uneconomic in the extreme.

Corporations generally get all the protection they ask for of the legislature, and every advantage is given to capital that it might secure itself against possible loss; but the poor slave of an individual must remain a slave and not take advantage of combination to meet economic conditions.

The judge has practically said to the corporations, "You may exercise yourselves against organized labor; you may attempt to destroy the only economic weapon with which labor has to defend itself." It is sincerely hoped that the Supreme Court has more light and will do better for the defenseless toiler.

"SCAT."

From the Lone Star State.

While there has been so much said about "Government Ownership of Railroads," and nearly all of it good, sound doctrine and square to the point, yet there is just one little thing that is being overlooked, and I will call your attention to a few facts that we will be bound to knuckle to when Uncle Sam owns the cars, as it is now in the mail department; that is the negro question. When Uncle Sam takes hold you can no longer keep him out.

I believe we have the only profession on earth that is not used by the negro. Some of us have mothers and sisters that "hammer brass" for a living. Take it home to yourselves, how would you like to have a sister of yours shut up in an office doing the bidding of a black coon, or even yourself, taking it closer to your own heart, have one of them as agent while you do the wire working? That is one reason why I am an operator today as it is free of this class, and when we have to let them come in and take our places then it is time for us

to give way and hunt up some other profession.

Then again, every time we have a Republican President, out we go to make room for some friend of a congressman; or when the Democrats get in power, out we would go again, as it is in the postoffice department now. The poor operator and agent would always be on the go and never know when he had a place where he could invest a few dollars in a nice little home to enjoy old age.

No, brothers; what we need most is solid O. R. T. Let the corporations know that we will have short hours and good pay for our services. Give them good service for their money and let government ownership and such harem scarem ideas alone, and expect more from organization and unionism. We are on the road to prosperity and advancement now; but don't spoil it by wanting the earth and then a barb-wire fence around it. For fear I have said too much already, I will close.

"TEXAS."

From Manila, P. I.

A letter has been received from Bro. Fredrick Shalda, of Ogden, Utah, Division No. 149, who is now Sergeant First Company Volunteer Signal Corps, located at Manila. Among other things he says: "I am pleased to note that our Order is progressing so favorably and success marking all its undertakings. There are several old-timers here among the various volunteer organizations, and I have met several members holding up-to-date cards. There are very few opportunities for social intercourse at the present time, as this war business furnishes us more opportunities to work than to visit around. At the present time three companies of the Signal Corps are doing business here; the First, Eighteenth and Nineteenth. This branch of the service is now dispatching the trains on the railroad to the North, and the "nine" business is done in a way that would do credit to any trunk line in the United States. Lieut. Cunningham is chief dispatcher.

"The road is now operated to a point beyond Malolos, the once proud capital of the Philippine Republic, but now occupied by our forces. The signal service has had a share in nearly every fight since the begin-

ning of hostilities here, our place being on the firing line whenever an advance is made, keeping up telegraphic communication between the extreme front and headquarters.

"At times our duties are not of the picnic variety, although we rather enjoy the sensation of being under fire. So far we have not lost a man and we hope none of us will have to be planted in the Philippines. We have been here ten months, but the indications are that we will be leaving pretty soon. We certainly do not care to prolong our stay any longer than it is absolutely necessary. The insurgents appear to be pretty well whipped. They are now asking for terms of peace and it is to be hoped that this rebellion will soon come to an end. Were it not for some of their fanatical leaders we would have had them convinced of their defeat long before this.

"The climate is terribly hot, only varying in the rainy season, and then it is rain and still more rain. As yet we do not know much about the interior of this island. We have been over only that part which has been invaded by our troops. No doubt the hills are rich with minerals.

"Concerning Manila, there is probably nothing that I can write you which has not been read before. The city is devoid of any attractions such as one would look for in any large city. It is one of the laziest places imaginable. All that the natives and the Spaniards seem to worry about is their chow-chow, cigarettes and siestas; surely a land of eat, sleep and drink, with work and worry left until 'Manana.'"

From Iowa.

There are numerous interesting articles in THE TELEGRAPHER and much food for wholesome thought, and it is just possible that some of the best thoughts are occasionally overlooked in our hasty search for the "good things." These present themselves more vividly and are oftentimes more appropriate to certain conditions than when fresh from the press. However, there is but little in the last five copies of THE TELEGRAPHER that I have not read many times, that I might more fully comprehend and digest the thoughts presented by the writers.

In my opinion, based perhaps upon limited experience, one must be "dead in the shell"

not to find in this ever welcome herald, THE TELEGRAPHER, a vast number of suggestions, the adoption of which by the individual telegrapher as well as the Order of Railroad Telegraphers, might receive material benefit. One must indeed be dull not to realize the necessity of doing everything possible toward the advancement of our Order that it may succeed in accomplishing its highest purpose. To that end let us continue in working for the "good of the Order." After reading THE TELEGRAPHER I fold, enclose and address it to some one of the "boys" down the line who is not a member of the Order, and who is, therefore, less fortunate in securing entertaining reading. I underscore each sentence which is most attractive, and with heavy marks indicate those articles which are especially worthy of attention, hoping by so doing to induce them to consider uniting with us in this grand cause.

We telegraphers, as a body, must look to our own interests. The officials must know that we are human beings and not automata; that we have minds of our own, and that above all we can be trusted.

I do not approve of the idea that one must humble himself to a superior in office. The heart of man is but human; one man is no better in the sight of God than another, if he exert himself in the right. Therefore, let us strive to discharge our obligation as becomes us, and do no more than the portion allotted to us, for whereby would we profit?

Then comes an argument which, though it leads to a broad question, we shall devote but little space to our opinion. The question relates to the leisure hours of the railroad telegrapher; how and where best spent, etc. The telegrapher's leisure is well earned and we would suggest that the hours he may call his own be devoted to instruction, amusement and recreation, and not neglecting to spare some time each day in assisting, as far as possible, in the grand work now being done by the O. R. T. A brotherly relationship should be established between telegraphers; we should visit with one another and make clear, by conversation, those obscure points so important to our welfare, and so very indispensable to our progress. May we never weary of well-doing.

To the sisters of our Order we can only

say in the words of a celebrated writer: "The Almighty, as His last, best and most noble gift to man, created woman; all kind and gentle, tender and divine, to mend our faults and mould us into virtue." In speaking of her sterling qualities this writer says: "All in her summed up, in her contained, on she came, led by her Heavenly Maker, though unseen. Yet guided by His voice and adorned with all that Heaven could bestow to make her enviable. Grace was in her step, Heaven in her eye; in her every gesture dignity and love."

Such is woman of our Order. We may be able to cope with the rough things in life, but is it possible for us to conceive of the realization of happier conditions when after a day of toil and worry we are welcomed into our home by the tender, loving wife, whose every care is for our comfort? With a clasp of the hand and the wifely kiss, which quickens our pulse and vibrates through our entire being, re-establishing our own self-confidence and winning us back from our day of labor to a Heavenly repose in the bosom of our family. Truly we have cause to be exceedingly thankful. May we never forget the sisters of our Order.

When man with his rigid rule of business would ruin that which he is most anxious to accomplish, the advice of a kind and loving, clear-minded woman will often lead the way and guide us to the happy consummation of our highest anticipations, and place our feet upon the solid rock far beyond the reach of difficulty, where we will no more know the pangs of misery as we journey along life's rugged pathway.

Yours in S. O. and D.,

CERT. 2949.

From Pennsylvania.

In reading over THE TELEGRAPHER, I seldom see anything in regard to the State Legislative Board of Railroad Employees of Pennsylvania, of which the Order of Railroad Telegraphers is an important factor to its success, and in order to let the brothers in this state, and the members at large know just how we are progressing, our achievements and the obstacles that were thrown in our path in the last two years, is why I at this time take up my pen.

The mission of the State Legislative Board of Railroad Employees of Pennsylvania, which represents 213 divisions and lodges of Pennsylvania, amalgamating the five Railroad Brotherhoods, is for the purpose of securing better legislation, and for the protection of their interest and general welfare.

On June 4, 1897, the Governor of this State affixed his signature to a bill that had been passed by the legislature and thus became a law, a bill entitled "An Act, To Protect Employees of Corporations, in their right to Form, Join, and Belong to Labor Organizations, by prescribing penalties for an interference therewith."

This bill was fathered by our able Secretary (then a member of the legislature), the Hon. J. N. Weiler, of Division No. 130, of the Order of Railroad Telegraphers, and the same was ably seconded by Bro. Hon. E. B. Hardenberg, member of the O. R. C. in the Senate. The result of the same is that the Philadelphia and Reading Railroad removed their ironclad agreement from their employees, and matters have progressed until Judge Gunster, of Lackawanna County, on June 28, 1899, handed down his opinion declaring the law unconstitutional, which was the outcome of a suit instituted against foreman Geo. H. Clark, of Hunt & Connell Co., of Scranton, who discharged employees of the said incorporated firm for belonging to lawful labor organizations. Our Organization is not at least discouraged over this decision, as steps already have been taken to carry this decision to the Superior Court of Pennsylvania, where able counsel will represent our interest, and it is anticipated that the decision will be in our favor, and the opinion of Judge Gunster set aside.

In the latter part of 1897 the attention of our Legislative Board was called to the fact that ex-chief Justice Paxton, of Pennsylvania, was a candidate for the vacancy that was then created by the expiration of the term of Chairman Morrison, of the Interstate Commerce Commission. Not only was he a candidate for this important position of trust which deals to a certain extent with railway corporations and its employees, but he was backed by the United States Senators and the members of Congress of this state.

As this Board was fully conversant with

his antagonistic actions and his rank decisions in labor disputes, while Justice and Chief Justice, they concentrated their strength to accomplish his defeat, and while his anticipated appointment hung fire for several months, several congressional committees and influential citizens called at the White House to urge his appointment. The last congressional committee, headed by Congressman Dalzell, of Pittsburg, that called upon President McKinley in the interest of Judge Paxton, the President is quoted as saying: "While I have not fully determined upon the appointment as yet, but when Judge Paxton's name was first presented to me I congratulated myself upon the material that I had to select from, but since that time the protests have been so numerous from labor organizations, and especially from the railroad employes of Pennsylvania, that I do not see how I can consistently select Judge Paxton to this position, although I have not as yet determined the matter." The result was that there was another to receive this appointment, the Hon. W. J. Calhoun, of Illinois.

During the Fifty-fifth Congress our Legislative Board lent some valuable assistance in the passage of Senator Kyle's Arbitration Bill (Senate Bill No. 3662), which became a law on June 1, 1898.

Also in the passage of Senator Perkins' Non-partisan Industrial Commission Bill (Senate Bill No. 2253), which became a law on June 18, 1898. From the time that these two bills were introduced much effective work was done by the railroad employes of this state, with their United States Senators and members of Congress, and no stone was left unturned to bring about their success, and were watched with a keen and jealous eye to the President's pen.

In the last session of the Legislature (session of 1899) two bills were introduced by this Board, and if passed would have been very helpful to the railroad employes of this state. 1st. Entitled "An Act, The Employers Liability Act." This bill met one of the stormiest debates that was ever before the House Committee on Labor and Industry, and was championed by our able Secretary, Hon. J. N. Weiler; Bro. H. R. Fuller, of the B. of R. T.; Mr. Geo. Chance, President of the State Legislative Labor League, and others and was bitterly opposed by Messrs.

De Armitt, Dempster, McConnell, Strannah, Snodgrass, Whellen, McCarthy and Olmstead, member of Congress, all lawyers and representing most all the corporations of this state, their motive was to kill the bill in the committee, but in spite of their strong opposition we were victorious and the bill was reported favorably by the committee.

2d. Entitled "An Act For the Protection of Railroad Employes," providing for the blocking of frogs, switches, and guard rails, etc., to prevent the feet of the employes from being caught therein.

This bill was introduced by Bro. Hon. H. W. Schoffstall, member of the House of Representatives, of Lodge No. 220, B. of L. F., and of our Legislative Board. This bill was referred to the Committee on Railroads, and was unopposed, the committee reporting favorably.

It grieves me to say that on account of the Senatorial squabble which reigned during the entire session, the fate of our bills was that the Legislature adjourned *sine die* before a vote could be reached, the same as many other important measures. We have not by any means given up hopes, as we intend to strengthen our forces and fight on the same line in the next session, and expect to win.

Hon. T. T. Sheridan, member of the House of Representatives, Chief of Division No. 406 B. of L. E., and Vice President of our Legislative Board, was an able champion of the above bills, likewise all other measures that benefited the toiling masses.

In conclusion, it affords me great pleasure to extend my thanks to the members of the divisions of the Order of Railroad Telegraphers of Pennsylvania, as well as the members of the other railway organizations which have formed this powerful alliance for their services, counsel and contributions; and with the brotherly feeling that now exists on this board, our labor in the future will be crowned with as much success as it has in the past.

Hoping that State Legislative Boards of sister states will be as successful as we have been in Pennsylvania, I am,

Respectfully and fraternally,

HENRY HOWERER,

President State Legislative Board of Railroad Employes of Pennsylvania.

FRATERNAL

Kansas City, Pittsburg and Gulf Ry.

As I have not seen anything from "PG" System Division No. 5 for some time I will try and jot down a few things that may interest our members. We have to record the first death in our division since its formation. Bro. J. C. C. Rosebrugh, night operator at Cleveland, Mo., while off on a vacation and looking after business in Kansas City was suddenly stricken with apoplexy and died. Bro. Rosebrugh leaves a wife to mourn his loss, and she has the heartfelt sympathy of the entire membership. It is indeed sad to be plunged into such deep sorrow without a moment's notice. Bro. Rosebrugh will be missed by all. He was always among the first to pay his dues and answer any calls for aid. He held a \$1,000 policy in our Order, which amount will be promptly paid to his widow.

No doubt all our members remember Bro. C. W. Smith, at one time a member of our division, also a member of our schedule committee, but for the past eight months dispatcher for the C., B. & Q. at Denver, Colo. Bro. Smith has also met with a deep sorrow, his wife having died after a long illness, at Denver, Colo., July 11th. Bro. Smith passed through here Sunday, taking the remains to Ft. Smith for burial. We all join in extending our sympathy to Bro. Smith in his sad bereavement.

I am often asked if I know where Bro. so and so is, and if he is still on the P. & G., and for the information of all, I will try to give a list of wire pounders on the Great Port Arthur Route.

At Cleveland we find Bro. P. H. McTague.

West Line, Bro. C. O. Williams.

Listle, Mr. J. H. Kiddney.

Drexel, Mr. William Lyle and Miss Bosworth.

Merwin, Bro. D. E. Chambers.

Amsterdam, Bro. E. T. Nickel.

Amoret, Bro. P. H. Williams.

Hume, Mr. E. L. Adams and Miss Mary Moran; will soon be members.

Stotesbury, Bro. L. Kershner.

Richards, Bro. J. O'Byrne.

Katy, Bro. G. H. Jernigan.

Swarts, Bro. G. S. Swart.

Oskaloosa, Bro. R. Dickerson.

Burgess, Bro. W. H. Draper.

Neslon, Bro. M. Tiffany.

Pittsburg, Bro. S. O. Lucas, and two or three "nons."

Asbury, Bro. O. E. Raffety.

Gulfton, Bro. L. B. Anderson.

Joplin, Mr. Dean and Mr. Farrell.

Neosho, Bro. E. Phelps and Bro. M. H. Jacobs.

Goodman, Bro. M. A. Edmiston.

Anderson, Bro. L. E. Higgs.

Lanagan, Bro. Thronbrugh.

Noel, Bro. F. M. King.

Sulphur Springs, Bro. W. O. Campbell.

Gravette, Bro. F. H. Hilboldt and Bro. W. G. Wyatt.

Decatur, Bro. W. F. Hines.

Gentry, Bro. A. Bickel.

Siloam Springs. Bro. G. A. Rakestraw and Bro. Southworth.

Westville, Bro. J. I. Wentz.

Stillwell, Bro. L. E. Arwood and Mr. Byrd.

Bunch, Bro. W. E. McKinney.

Sallisaw, Mr. Anderson.

Redland, Bro. W. K. Olmstead.

Spiro, Bro. Lawrence and Mr. Ream.

Shady Point, Bro. Coss.

Poteau, Bro. M. D. Caldwell and Bro. Smith.

Howe, Mr. Fisher.

Heavener, D. L. Wentz.

Houston, Mr. S. L. Platt and Bro. L. H. Stean.

Thomasville, Bro. I. A. Dunn and Mr. Petty.

Rich Mt., Mr. Briggs.

Mena, Bro. Kennedy, Bro. Cummings, Bro. Fretwell, Messrs. Palmer, Kulp and Oden.

Hatfield, Mr. Fishback.

Cove, Mr. McDowell.

Janssen, Bro. Barkley and Mr. Clifford.

Graness, Bro. G. E. Johnson.

Hillham, Bro. McNew.

DeQueen, Bro. S. T. Jones.

Horatio, Bro. J. L. Thomas

Winthrop, Bro. A. C. Eidson.

Allene, Mr. DeShong.

Wilton, Mr. Hinton.

Rankin, Mr. Kizer.

Ashdown, Bro. I. E. Osborn.

Hudson, Bro. A. F. White.

Texarkana, Bro. A. L. Frick.

Bloomburg, Bro. Ferguson and Bro. Flaherty.

Rodessa, Bro. D. Crowe.

Vivian, Bro. Willis.

Myrtis, Mr. G. H. Baker.

Mooringsport, Mr. L. H. Wittie, Bro. Weston.

Blanchard, Bro. C. L. Sherfy.

Shreveport, Bro. SoRelle and Bro. Card.

Fierson, Mr. A. D. Hagan.

Kingston, Mr. B. F. Scott.

Hudson, Bro. A. F. White.

Mansfield, A. X. Henshaw.

Converse, Bro. J. J. Sanders.

Zwolle, Mr. C. E. Peirce.

Many, Bro. C. E. Estes.

Floresin, Mr. A. S. Jackson.

Christie, Bro. L. Miles.

Leesville, La., Bro. B. B. Terry and Bro. J. Gould.

Pickering, Bro. W. F. Jackson.

Neame, Mr. W. D. McCalib.

DeRidder, Bro. C. O. Barnett.

DeQuincy, Mr. Limrick.

Nederland, Bro. Silvernail.

Port Arthur, Bro. L. A. Henshaw and Bro. Henderson.

I may have missed a few of the brothers and non-brothers, but there are not many "nons" to miss, Bro. Terry and Bro. Barkley have been doing some very effective work, having roped in thirteen non-members in the last sixty days, and Bro. Terry advises me not to faint if he should send me six new applications in a few days. At this rate it will not be long until we will need a microscope to find a non-member on the P. & G. Boys, all wake up and go after those who are out of line. Let us see if we can not get every one of them in the next sixty days. With best wishes, I am,

Yours in S. O. and D.,

J. O'B.

M. K. & T. System Div. No. 22.

First District:—

Bro. E. M. Clark has been transferred from Louisville to Leeton, Mo.

Bro. H. H. Goldsberry is now agent at Pleasant Green, Mo.; Bro. J. S. Elder, at Windsor, and Mr. Sanders, at Green Ridge.

A. H. Baldwin has been reinstated as agent at Louisville, to the satisfaction of all concerned. We are glad to see Bro. Baldwin back.

Bro. C. G. White is now agent at Burton, Mo.

Bro. Streif is again at work, days, at St. Charles, after two weeks of sickness. Jack, we are afraid you don't take enough "German suds" to keep your health good.

Bro. Koch worked days at St. Charles, in Bro. Streif's place, and was relieved nights by Opr. Collins.

Our good brother, J. W. Scott, of Gainesville, Tex., has been visiting along the St. Louis Division, where nearly all are old friends of his.

In the changes on this division, this month, Bro. Sommers was assigned to Augusta; Bro. Hodgson, to Rhineland; Bro. Steele, to Holstein, and Opr. Massey, nights, at Marthasville.

With the extending of Supt. Finney's jurisdiction over the north end of Hannibal Division, came the putting on of one more dispatcher at Franklin Junction. Dispatcher Freeman, of Sedalia, was brought over to fill this position.

Bro. Wood, agent at Hartsburg, was compelled to go to the hospital, at Sedalia, on account of malaria, this week. He is being relieved by Opr. Goldsberry.

Bro. C. L. Rouse, formerly at Tebbetts, is now with the Frisco. Three men have been at Tebbetts since Bro. Rouse left, but no one wants the job now.

CERT. 80.

Second District:—

Bro. C. E. McCallen is back at his post, as agent at Moran, after a few weeks visit in the East.

Bro. C. F. DeBus is now working days at Coffeyville.

Bro. C. E. Boyle, of Coffeyville, has been checked in as agent at Vinita. J. J. having resigned to accept a position with the Union Pacific, at Omaha.

The Frisco has put in crossing gates at Mound Valley, and Bro. A. M. Harry finds that he has a job he wasn't looking for.

We are sorry to note that Bro. Jos. Carr still has serious sickness in his family; but we hope they may improve rapidly.

Bro. W. A. Stuart, operator at Eufaula, is taking

a few weeks vacation, visiting his home at Amity, Mo., and stopping off at Selma to visit his cousin, L. D. McCoy.

Bro. G. L. Webster, of Atoka, is working a short time at McAlester, on account of the taking off of the night clerk at Atoka. Bro. Webster has lost about a month's time on account of the sickness of his family. We hope the night clerk will soon be put back and Bro. W. will be seen at his old place.

Cherokee Division:—

Day Opr. Ragland, at Vinita, has resigned and is going to Portland, Ore. He was relieved by Night Opr. Walsh. D. B. Holcomb, an old-time press man, is doing the owl act there at present.

A new man by the name of Andrews is working as day operator at Chetopa. I have not learned where he hails from.

Bro. Moore is again back at his post, as day operator and manager at Wagoner, after a fifteen-day visit in Missouri. Bro. L. W. Delaplain is doing the owl act there now.

We understand Mr. O'Conner, who has been working nights at Oswego and Wagoner, has left the service, but have not learned as yet where he is located.

Parties unknown turned the switch at Wybark, last week, letting a through stock train run onto a siding, into some cars, killing Engineer McCune and hurting his fireman quite badly. A temporary office was cut in at the place of the wreck, Bro. L. W. Delaplain handling the key.

Business is picking up some and we are getting lots of watermelons and stock from Texas.

Died—July 26, 1899, in the Santa Fe Hospital at Topeka, Kan., Bro. Dan. Sheehy, late of Norman, O. T. Bro. Sheehy worked at Eufaula, I. T., for some time, but left the service of the Katy and worked for the Frisco at Cherryvale, Kan., but afterward left that company and went to work at Norman for the Santa Fe.

Bro. Sheehy was born on September 5, 1875, at Columbus, Wis., and had been in the telegraph service for about seven years. A mother and sister survive him, who live at Delavan, Minn., and to these we wish to express our heartfelt sympathy in this sad hour of affliction.

Third District:—

Bro. M. M. Lott is now working in Dallas.

Bros. Wilson and Dermody are still doing business at the old stand, at Waco.

We had given Bro. J. W. Scott, of Gainesville, up as lost, but no, he has only been visiting through Missouri, Illinois and Kentucky.

We failed to receive any items from this district this month; guess all the boys are busy.

Fourth District:—

W. C. Turner is the new man at Brookshire; Mr. Goodpasture gave it up on the twenty-fifth day of July.

Dewey station has been closed, and Agent Hark rider is working in Superintendent McDowell's office at Smithville.

R. F. Fuels, at Lorena, has been enjoying a few days' vacation; he was relieved by Bro. C. H. Bulstead.

Bro. T. H. Stanton, agent at San Marcos, took in the Woodmen picnic at Troy, on the twenty-second, and attended court at Belton on the twenty-fourth. Bro. L. C. Voelkel, formerly agent at Reedville, is relieving Bro. Stanton.

Relief agent W. H. Pearson is working at Reedville.

Bro. W. D. Mills, agent at Brookshire, is enjoying a leave of absence; he was relieved by Mr. Goodpasture, a new man from the C. & A.

Bro. W. I. Yarnell, who has been at Trenton for the past ten years, has been promoted to Grand View.

Bro. J. F. Rich has been promoted from Farmers Branch to Trenton, Bro. L. F. Fouts from Trinity Mills to Lone Oak, and J. S. Richards from Lone Oak to Itaska.

Bro. R. W. Yates, agent at Troy, layed off ten days last month.

Bro. E. B. Hill took a vacation the twenty-sixth of last month. Bro. Hill expects to be transferred from night operator at Temple to agent at Troy at the expiration of his vacation.

Born—July 5, 1899, to Mr. and Mrs. G. H. McClure, a girl. Bro. McClure is regular ticket agent and manager of the Western Union at La Grange.

Bro. G. H. McClure, of La Grange, is enjoying a much needed rest, which he is taking at Bartlett and New Ulm; he was relieved by Bro. H. M. Vermillion.

Bro. J. C. Jones, agent at Little River, attended court at Belton this month; he was relieved by Opr. Snodgrass from the West.

J. T. Ellis was transferred from West Point to Holland Station the last of the month. Bro. H. M. Vermillion gets West Point permanently.

Bro. C. H. Runge, operator and clerk at Bartlett, is enjoying a thirty days' leave of absence; he is relieved by T. C. Smith from the C. & A.

Bro. A. S. McCollum was the day operator at Sealy during the flood.

Bro. H. A. Tait, day man at Houston is off for a few days; Bro. E. H. Washburn is working days.

Bro. R. H. Mansfield, day man at South Yards, was off a few days this month.

Opr. W. H. Pearson is working a few days at Taylor this month.

Bro. Barbee, night man at Taylor, now has two to board; cigars are in order, "Ba."

The new brick depot at Belton will soon be completed; now it looks like we should have some O. R. T. men in a fine new depot like that.

On account of good business several crews have been put on, and double service again on the San Marcos branch.

New York Div. No. 44.

One of the most interesting and largest attended meetings of this division was held on Friday evening, July 14th, at which no less than forty-five members and all our officers were present.

The meeting was called to order by President P. H. Enright, at 8:30 p. m.

The minutes of the previous meeting were read and adopted.

The following petitions for membership were received, and, upon ballot, they were declared elected

members of this division: H. O. Easton, Leslie H. Potter, and C. A. McCord.

Numerous communications were read and ordered filed for future reference.

Bills to the amount of \$31.90 were approved and ordered paid.

President P. H. Enright, Chairman of the Protective Board, gave a very interesting synopsis of the work performed by that body in the matter of securing the schedule on the Long Island System, a full account of which will be found below.

The following resolutions were adopted:

Resolved, That the thanks of New York Division, No. 44, be extended to President W. V. Powell for the able and successful manner in which he conducted the negotiations for the schedule between the officials of the Long Island Railroad Company and the employes; and, be it further

Resolved, That the thanks of Division No. 44 be extended to Bro. J. B. Finnan for the faithful work performed among the employes on the Long Island Railroad.

A motion was made by Bro. P. H. Enright, and seconded by Bro. J. F. Hinterleiter, that the resolutions be adopted. Carried unanimously.

The following resolutions were also adopted unanimously:

Resolved, That the semi-annual dues of Division No. 44 be, and they are hereby fixed at four dollars commencing January 1, 1900.

Resolved, That no moneys shall be appropriated from the funds of this division for any purpose except the legitimate expenses thereof, except upon a two-thirds vote of all the members present, said vote to be taken in the same manner as in balloting for candidates.

The Secretary and Treasurer having reported favorably upon the typewriter furnished by Bro. O. S. Clifford, the division approved of the purchase of the same.

The Secretary and Treasurer gave a statement of the financial and general standing of the division which was very encouraging, showing that we were never more prosperous than at the present time. Several members were reported delinquent, but in view of recent events, we believe they will see the wisdom of placing themselves in good standing at once.

There is also some eighty-three dollars owed by members who have received loans while in distress during the last two years, and some determined effort should be made to collect the same.

Owing to the large growth of Division No. 44 and the greatly increased labor and responsibility falling on our Secretary and Treasurer, it was moved and carried that he be paid a salary.

A new grievance committee was elected, consisting of the following brothers:

Towermen, Messrs. J. F. Hinterleiter, W. O. Jackson, and J. C. Major; agents, Bros. Thos. Hawkins, Theo. Killian, and H. Hedger.

Bro. P. H. Enright was unanimously elected chairman of this committee.

A vote of thanks was given to the retiring committee for their ability and labors during the past few months in securing the schedule. This committee consisted of the following:

Chairman—Bro. P. H. Enright.

Secretary—Bro. J. F. Hinterleiter.

Members—Bros. Edw. Aston, Thos. Hawkins, H. A. Krump, C. Denelsbeck, Jessie Wilkins, W. O. Jackson, and J. J. Gallagher.

The Chair appointed a new auditing committee, as follows: Bros. L. Zeek, A. L. Klipp, and J. W. Tucker.

Bro. Jas. B. Finnan was present, and gave much good advice and many pleasant compliments.

Bro. Morris, of Washington Division No. 171, was also present.

The meeting closed at 11:55 p. m.

At the meeting held Sunday, July 23d, considerable routine business was transacted.

Three applications were received, and, upon ballot, were declared elected members of this division. One brother was initiated and one paid his dues.

Numerous communications were read and ordered filed.

Several vacancies were reported on the road. Any brother desiring information concerning the same should address the Secretary and Treasurer. The meeting closed at noon.

The following communications will give our members full information concerning the concessions granted to our committee by the company, and will no doubt be read with satisfaction by all concerned, and especially by those brothers through whose untiring zeal and hard work they were secured. Too much credit and thanks cannot be given to the committee, our worthy President W. V. Powell, and our Local President P. H. Enright, for the successful way in which they handled this schedule, and in avoiding all friction with the company. May the present good feeling between the operators, agents and towermen, and the Long Island Railroad Company, grow stronger year by year, and may telegraphers everywhere see the wisdom of organization.

Rules and regulations governing employees in the station and tower departments of the Long Island Railroad, and the New York and Rockaway Beach Railway Companies:

First. Promotions will be made in accordance with the seniority rules now in effect; based on efficiency and capacity for increased responsibility.

Second. No employee will be discharged, except for cause. He will have the right of appeal. All matters for investigation or appeal must be made in writing to the proper official within thirty (30) days of their occurrence.

Any employee may appeal, in writing, to his superior officers in matters affecting his personal interest.

Third. If an employee is suspended or loses time unjustly, he will be reinstated and paid for all time lost.

Fourth. Wages of Towermen will remain as of July 1, 1899, except where change of conditions require readjustment.

At towers where but one person is employed, twelve (12) consecutive hours will constitute a day's work. If compelled to work more than twelve hours, pay will be given for overtime pro rata. Thirty (30) minutes not to be counted; over thirty minutes to be considered an hour.

All Towermen, working twelve hour tricks, will be relieved one (1) day a month with full pay.

Fifth. Any employee called on for special service of an emergency character will be paid a reasonable compensation for work performed.

Sixth. Employees will be paid for time lost in attending court or for other special business of the company, including transportation, and a reasonable amount for expenses away from home.

Seventh. Service letters will be issued to employees on leaving the service of the company.

Eighth. Agents at Woodside, Winfield, Elmhurst, Corona, College Point and Whitestone will receive one (1) day off per week (in lieu of overtime), with full pay, from June 1st, to October 1st.

Ninth. At stations where one person only is employed, twelve (12) consecutive hours will constitute a day's work. The hours for opening and closing the station will be prescribed by the railroad company. Overtime will be paid pro rata in case the prescribed hours exceed twelve hours and thirty minutes.

W. F. POTTER,
General Superintendent.

TOWERS OPERATED UNDER SPECIAL ARRANGEMENT From June 15th to September 15th.

East New York:

First trick.....	\$60 00
Second trick.....	60 00
Third trick.....	50 00

Dutchkills Drawbridge:

First trick.....	\$60 00
Second trick....	60 00
Third trick.....	50 00
Helper.....	40 00

Jamaica Cross-Switches:

First trick.....	\$60 00
Second trick.....	60 00
Third trick.....	50 00
Helper.....	40 00

Rockaway Junction:

First trick.....	\$60 00
Second trick.....	60 00
Third trick.....	50 00
Helper.....	40 00

From September 15th to June 15th.

East New York:

First trick.....	\$65 00
Second trick.....	65 00

Dutchkills Drawbridge:

First trick.....	\$65 00
Second trick.....	65 00
Helper.....	40 00

Jamaica Cross-Switches:

First trick.....	\$65 00
Second trick.....	65 00
Helper.....	40 00

Rockaway Junction:

First trick.....	\$65 00
Second trick.....	65 00
Helper.....	40 00

New York Division No. 44 meets on the second Friday evening, and the fourth Sunday morning of each month, at the Brotherhood Hall, corner of East avenue and Third street, Long Island City.

Every member is expected to attend at least one meeting a month; non-members desiring to join should communicate with the Secretary, Bro. J. F. Hinterleiter, Box 258, Corona, L. I.

Members having news items for publication should address the division correspondent.

The Board of Federation will meet in our hall August 19th, at 8 p. m., and September 17th, at 3 p. m. All who can are requested to attend.

A. J. ATKINS,
Div. Cor.

Williamsport Div. No. 24.

Susquehanna Division:—

During the past three months I have been reading with pleasure the items of the various divisions, but have only seen one item from this division (No. 24.) Now, this being my first opportunity to write a few lines of O. R. T.-ism, I am glad that I am able to do it where it is needed, for we have a lot of "nons" on this Division, though I do not want to step in and take the regular correspondent's place, but, perhaps, if I take up my pen this month some worthier brother on the Eastern Division will take my place next month. It seems to me as if this division is dead and that no interest is taken when nothing appears in THE TELEGRAPHER. Boys, let us make it a rule to have some news for the Journal every month. I know you all enjoy reading them.

It is indeed gratifying to note that now there are eight members on the Susquehanna Division and prospects of all the operators, excepting three or four, joining before the end of the year. If we turn back three months and refer to the records to find how many members of the O. R. T. were on the Susquehanna Division belonging to Division No. 24, we will find but one, viz: Bro. P. A. Herman, formerly of Harrisburg Division No. 3, who has stood alone as a staunch O. R. T. for over three years; although all alone in the work, he never became discouraged for he knew the day was fast approaching when his efforts would be rewarded.

In June he had his certificate transferred from Harrisburg Division No. 3 to Williamsport Division No. 24, and went forth to receive his reward and succeeded in harvesting eight "nons" on his first trip over the Division. Pretty good, isn't it? Cannot we assist Bro. Herman in his tedious labor? Do as he did—work unceasingly.

Bro. J. W. Maloney and son spent a few days in Harrisburg. Bros. Herman and L. A. Lontz hooked the levers during his absence. We are informed that Bro. Maloney stopped off at Millersburg to umpire a game of ball between Milton and Millersburg, and the report is that "Irish" Maloney, night operator at "GD," has become a proficient (?) as a base ball umpire. On the twenty-second he filled that position and the boys decided to use the proceeds of the game to have his eyes examined, so that he would be able to distinguish the difference between a ball and a strike if called on to act in his profession again. This explains why he went to Harrisburg.

Bro. C. A. Riland, regular day man at lower end of Sunbury Yards, was working at "BQ" office, Sunbury, for two weeks.

Bro. P. A. Herman, of Selins Grove Junction, has been appointed Division Organizer, and has power to give "nons" all the information desired. "H," I congratulate you on your previous success and hope that you may be able to keep the good work up.

Bro. J. N. Kepner, day operator at Inglenook, re-enameled his bicycle, giving it a neat appearance so that he would be able to ride to see (?).

We note that Bros. Herman, Maloney and Lontz are wearing beautiful O. R. T. pins. Boys, why not all put an O. R. T. pin in your coat button-hole and show your colors? Don't be afraid.

Bro. E. J. Fite, night operator at Heck's, has been working days on account of the day man having sore eyes.

We are unable to "13" why Bro. F. M. Troutman, owl at Mahantongo, is always so sleepy at night. There must be some attraction near by that he does not get his rest. "FC," we don't get to see you at Sunbury any more. What's the trouble?

Bro. J. A. Frank, day operator at Mahantongo, says he is kept busy O. S.—ing trains.

With "73" to all,

I remain in S. O. and D.,

"NIBS."

Philadelphia, Pa., Div. No. 4.

There are a great many erroneous principles get worked into our heads as we go along through life, and it keeps us busy tearing up the weeds that we might prosper. From some quarters it is impressed upon us that we should be self-sacrificing, liberal, charitable. It is proper to be so, but when we turn to the world and find how much of the principle is practiced outside of one's own family, and how little it is practiced within, we begin to inquire into the economy of such a course and ask ourselves about the truth of it. To hear some preach we would think that the salvation of the world rested upon what we did for nothing. To be self-sacrificing, liberal and charitable are among the noblest attributes of the human being, but then, like everything which can be named there is a limit to it, and if we do not stop when we reach that limit we begin to do evil.

In every thought we have, in every word we speak, in every deed we do we should inquire of ourselves how it affects and effects others, both morally and in their material interests. But to be always carrying the burden of the whole world on our shoulders, and to be perpetually assuming the responsibilities of others, even of our own children, is nonsense and detrimental to all concerned. To carry people about on our hands does not help them; to do for them every possible hand's turn without having them do for themselves does not help them; it only paralyzes them, makes them in different, and even lazy. It is not a part of the economy of nature that anyone should do nothing or refrain from doing all that falls to their lot to do. It is not a hardship that anyone should exercise himself, unless it be that he is compelled to do so to excess or are physically unable. On the contrary, nature has provided that physical exercise shall keep us in mental, moral, and physical repair.

So, too, with economy. We sometimes get twisted ideas in our heads about economy, and instead of practicing economy we become penurious. Economy is to consume all we legitimately require and save or prevent waste; to use at the spigot, as it were, and save waste at the bung. Penuriousness is to deny ourselves the best we can afford, to haggle about the cost, and in the end use some inferior means or article which fails to bring the best results. Economy is commendable for every reason. It makes permanent and lasting whatever we do, and makes thrifty, wise, industrious, and prudent citizens, while penuriousness establishes for a time being, taking no thought beyond the immediate present. There is no economy in a few men doing all the work of an organization and permitting others to do nothing; neither is there any economy in the few to whose lot it falls to do the work bearing all the expense from their own pockets incidental to the work they do. By so doing others fail to realize the scope, extent, or importance of the work. Or in other words, publicity is baffled and the benefit derived from that source lost.

Touch a man's pocket-book and you touch all that there is in him, for the manner in which he uses and regards his money is an indicator to his whole character. When a man looks to the immediate personal benefit derived from membership in a labor organization he is selfish and short-sighted, and is ignorant of the fact that the welfare of labor as a whole is his personal welfare, and even more, for it is the welfare of his children, and if he had any regard for the future welfare of his children he would not stop to count the immediate cost of membership in the organization of his craft. But of such is the world.

S. W. H., DIV. COB.

Providence Div. No. 256.

This division held its regular meeting Saturday evening, July 1st, at 193 Westminster street, Providence, R. I. Meeting was called to order by our regular presiding officer at 8:45. Past local President, Marshal and Inside Sentinel being absent, their stations were filled pro tem. Minutes of June meeting were read and approved, after which the following bills were read and ordered paid:

Geo. E. Joslin, Delegate to Grand Division.....	\$ 39 38
J. R. Fox, Delegate to Grand Division.....	42 15
R. P. Neil, Delegate to Grand Division.....	30 50
Lodge Gavel.....	1 00

Total.....\$113.03

The Chairman of our local board on Stonington Division of the N. Y., N. H. & H. R. R., having left his position and gone to parts unknown, Bro. D. W. Dean was appointed to fill the vacancy.

Bros. W. R. Ramsay and W. E. Garland were appointed members of the local board on the Worcester Division, vice F. H. Orr and A. A. Hebert, resigned.

President Powell was represented at our meeting by Bro. J. R. Cardinal, Secretary and Treasurer of Division No. 241, and also General Secretary and Treasurer of our Committee for the N. Y., N. H. & H. R. R., who gave us some very interesting infor-

mation regarding General Committee matters, for which he was extended a vote of thanks by the division.

Our local Secretary's report, covering term ending June 30th, was read, showing 174 members in good standing January 1st; 60 initiated during the term and 2 admitted by card; 28 dropped for non-payment of dues; 1 withdrawal and 1 transferred; making 206 members in good standing July 1st. Cash on hand January 1st.\$ 40.73
Received during the term..... 682.67

Total.....	\$723 40
Paid to Grand Division, and Local Division expenses.....	714 16

Balance July 1st.....\$ 9.24

A complete copy of the above report will be mailed to each member of this division, and if any fail to get one, please notify the Secretary and one will be sent you.

Meeting closed at 11:15 p. m. Number present, 37; including five sisters.

N. B. To aid the Secretary in locating your name on the membership book, please give your certificate number when paying your dues; and also advise when a change of address occurs.

Yours in S. O. and D.,

DIV. COB.

Buffalo, Rochester & Pittsburg Railway.

As far as I know there are but five or six O. R. T. boys on the line, but we have a good lot of boys and would like to see them all come in.

We have been having a little hard luck. Quite a lot of the night offices have been closed on account of a coal strike for the past month, but the ball started to rolling July 17th, and nearly all of the boys are at work, but quite a few changes have been made.

At "NX" Punxsutawney we find Mr. Turner, days, and Mr. White, nights.

At "XD" Elk Run, Bro. Clark, days, Frank Hutchins, nights.

Mr. Strong from "SK" Sykes to "RN" Big Run, nights. A new man at Sykes.

Bro. Jno. Carroll at "CM" C. & M. Jct.

At "DM" DuBois yard, Messrs. Quigley and Harris.

At Falls Creek "OK" Mr. Burke, days, and Bro. Britton, nights.

At Lane's Mills "V" Bro. Lerch and H. W. Wick.

At "CA" Carman, Messrs. Miller, days, and Manross, nights.

Night Copyer O'Leary, from "NS" Bradford, we hear, is on the P. & W. as copyer.

J. E. Delahunty, from Lane's Mills, days, goes to Bradford as night copyer.

All other agents and a new man at "Z" Bradford Shops, nights, and operators, remain at their old stands as before the strike, so far as we can learn.

We handle from thirty-five to forty trains in twenty-four hours, and, as we have a good set of dispatchers, we get along very nicely.

We have Mr. Everetts first trick, Murphy second, and Lancy third, and Mr. Potts copying, days.

I will now cut out, and hope some of the boys will try a hand at this work next month, as they will then be rested up, for I "13" quite a lot of them have been to their homes farming during the strike.

"AN OLD-TIMER."

MARRIED.

At New Bethlehem, Pa., on June 14th, Bro. C. P. Lerch and Miss Hattie A. Cribbs were united in matrimony at the home of the bride's parents, Rev. E. N. Askey, of the M. E. Church, officiating.

Bro. Lerch is a member of Pittsburg Division, No. 52, and was formerly night operator for the A. V. Ry. at New Bethlehem, but at present is operator for the B. R. & P. at Lane's Mills.

Miss Cribbs is a favorite young lady of that city, and has many friends there.

The happy couple left on the evening train for a short visit with the groom's parents at Summer-ville, Pa.

ONE PRESENT.

Detroit, Grand Rapids and Western.

Probably this is the first time the D., G. R. & W. has ever been heard from in our Journal as the Order is yet in its infancy on this road, but it is growing steadily, and we hope soon to have a division on this line. We can do it if all the members will work with that end in view. Is your neighbor a member? If he is not, take the matter up with him in the right way and add another name to our list. Six months ago there was probably not a member on the road, but through the earnest efforts and hard work of our Organizer we have a dozen members and a score more promised. Don't stay out any longer, boys, it is O. K. Next month in this space we want to see double the number of names there are this month. I will try and give you a list of the members and a few items of interest on this road.

Our extra force is well represented by Bros. Thomas and Denel.

Island Lake has been opened up on account of the Spiritualist camp meeting, and there we hear Bro. Denel's familiar fist pounding away.

At Howell we often hear Bro. Morgan signing "HD" for 31.

Bro. Grace, agent and operator at "MO."

Bro. Wassink, agent and operator at "MV." W., can't you do something for your neighbor at "SV?"

Bro. Grant, agent and operator at Elmdale.

Bro. Thomas is relieving Mr. Clark at "CV." We 13 Mr. Clark will join us upon his return from the West, where he is spending his vacation.

Bro. Camby, operator at Greenville.

Bro. Clark, agent and operator at "S."

Bro. Alabro, operator Mecosta. "A." can't you get your side partner, Mr. B.? We would like to see "MS" solid.

Bro. Blanchard is agent at Weidman.

Decker at "KV," Haynor at "FE" and Murphy at "DO" are new men. We want to see them with us as soon as they are in the service long enough.

Rhodes, formerly agent at Elwell, has been appointed agent at Coral. "H," we would like to see you with us.

If there are any members in the general offices we would like to know it.

Mr. Edwards, agent at Williamston, was seriously injured about three weeks ago. He will pull through, and all are glad to hear it, as "AJ" is thought well of on the line.

Don't run the bluff about your heavy insurance. Half the members are carrying heavy insurance besides the O. R. T.

Boys, we understand one or two are back in their dues. This does not encourage the men who are thinking of joining us, so go down in your pockets and pay up.

We 13 an O. R. T. special Organizer is going over this road and the C. & W. M. Now, boys, if he gives you a call, do not fail to give him your name and wear an O. R. T. instead of having "non" written all over you. There are some good boys at "DI," "RO," "CN," "KR," "RR," "MR," and others. We want them all. "May," we want to hear from you in our September number. All make allowance for my poor attempt as a correspondent, and I will cut out with 73 to all,

Yours in S. O. and D.,

CERT. 2372.

Georgia Southern and Florida Railway.

It is passing strange that we seldom see an article from down here in the South, and it has never been my pleasure yet to read anything from a member of the State of Florida. Surely it is not for the lack of members for there are quite a number of the boys in the fold here, the kind that would prefer to give up their job to an up-to-date card. To those that are not provided with such let me say that it is almost to the point where a card is an absolute necessity, and I trust to see the day when a man without one will simply "not be in it." While our little road is not solid from end to end we can claim the majority and quite a few of the others that are in sympathy with us, and who are ready to join. Let us see who we really have among us: At Macon we have Bro. Schaub, who is chief clerk to the master of transportation.

At Kathleen, Bro. Brant still holds the honors.

At Pinehurst we have Bro. Herring.

At Richwood we still hear that wonderful artist with the key, Bro. Humphrey. "H" is also accountant for the Dooley Southern Railway. He has one operator under him, but that man must hold a card or it is no go.

At Wenona, Bro. Swarigan still holds the fort.

At Arabi, Bro. Coxie is still there and will be as long as he wants it.

At Dakoto there is Bro. Collins, "CY" sure knows how to do the pounding act.

Heartpine has Bro. Ruff now as clerk; I am not acquainted with the new agent; don't know whether he is with us or not.

We have a good member at Lake Park in the genial Bro. Holtzelaw and a man who is always ready to speak a good word for the cause.

At Jennings we have Bro. Harrell, who says there is nothing better than the O. R. T. When he said there was nothing better he spoke a parable.

Next we have down at White Springs, Bro. McKenzie, who is all right, and a good man in the Order.

Then away down at Grandin we have Bro. Owens,

who has been with us a long time, though a new man comparatively on the road.

Now boys, get after the nons along this pike and give them good sound argument, you never had a better thing to back you up than the recent report of President Powell, which is the supplement of the July number of THE TELEGRAPHER. Just one item in that report is all a man who is open to conviction wants under the heading "Canadian Pacific Railway" where he says: "This schedule carried with it, I am told, a raise of pay which amounts to something like \$80,000 per year." Just stop and think what that means, and who got it. Who was the direct cause of this raise? Now, for myself, I have adopted a plan of removing the blank application in every Journal, and sending it with a good stiff letter to some of the nons, and inviting him to think over the matter and let me hear from him. So far I have met with very good encouragement and hope at a later day to tell you of my success through these columns.

Now boys, I have broken the ice, let us hear from some of you every now and then, if not monthly.

Yours in S. O. and D.,
CERT. 213.

Worcester Div. No. 46.

Division No. 46 is probably the youngest division of our noble order. Its jurisdiction is from Worcester, Mass., to Concord, N. H., on the B. & M. R. R., and Fitchburg, Mass., to South Framingham, Mass., on the New Haven Road. Its membership is forty-nine—pretty near all of us. A number of roosters are on the fence, but our nigger am after 'em.

This division made a grand success of a ball last Spring, so they will probably give another this Fall. Brothers of Nos. 256, 34 and Springfield, take warning.

The brothers who attend meetings (of course I am one), complain of small attendance. There were only about a dozen at our last meeting. All sorts of excuses are offered to our worthy Chief, who has never missed one.

Our Marshal claims that he cannot reach the division room because he is waylaid by cupid. No doubt 'tis due to attentions paid as chairman of the ball committee, but break away old boy, you could fill two chairs.

Bro. Withrow, of Boston Division, is always welcome to the meetings of No. 46. We had the goat worn out at our last meeting under his leadership. Too bad the attendance was not larger. The boys would have been amply repaid for their efforts in getting there, both in fun and information. It would probably have saved our Chairman, Bro. Drown, some expense, too.

Our Second Assistant is the star of the division seen so far. No rent bills bobbing up if he can help it. "If we were sure," he says, "we would have some cigars with it." No, "GW," we are not, so we will hang onto the chink.

Our Secretary openly admits that he is the laziest man in the division, and, therefore, members have sent their dues for this half sooner than trouble him to send notices. General Secretary Brooks isn't lazy, however, and that is why they make him write for assessments. Ho, ho; no more, eh Brooks?

Our First Assistant was missed very much last meeting. Don't let it happen again; will get R. E. R. after you. Won't say anything to the Sentinels—they are bashful.

Business is rushing on this end of the B. & M. System.

This will be the first item from this division, unless someone gets ahead of me, and I hope they do. This department is interesting, and I hope someone says something for the next issue. Toot, toot.

DAVID HARUM.

Ft. Worth, Texas, Div. No. 19.

It is my painful duty to report the death of our worthy Secretary and Treasurer, Bro. Jas. M. Dunlap, who died at 9:13 p. m., July 15th, after an illness of many years duration.

Bro. Dunlap was born in Clark county, Miss., in April 1858. In 1868 his parents moved to Ocean Springs, Miss., where he was reared and educated in the public schools. Later on in life he learned the art of telegraphy and in October, 1875, accepted a position as telegrapher with the Louisville and Nashville Railroad. After two or three years' service he was promoted to train dispatcher at New Orleans where he was located for nine years, eventually filling the position of chief dispatcher and train master. In 1884 he was married to Miss Ines Collins, of Meridian, Miss. He afterwards dispatched trains on the L., N., O. & T. Ry., at Vicksburg, Miss., on the Mobile and Ohio Railway at Meridian, Miss., on Illinois Central at Jackson, Tenn., and Ft. Worth and Rio Grand Railway at Ft. Worth, Texas. In 1896 he was taken sick with spinal disease and was unable from that day until the time of his death to do any work at the key.

Bro. Dunlap at the time of his death was Secretary and Treasurer of Ft. Worth Division No. 19, Gulf, Colorado and Santa Fe System Division No. 20 and International and Great Northern Railway System Division No. 25, devoting the whole of his time to the business of Secretary and Treasurer, being able to do this work while confined to his bed.

The telegraphers of Texas offer their sincere condolences to the widow and children of our deceased brother.

DIV. COM.

Ohio Southern System Div. No. 48.

Ever since the Order of Railroad Telegraphers was organized it has generally had some representatives on the Ohio Southern Railroad. Columbus, Ohio, Division No. 38, has been the hive into which most of the pioneer operators of our line have been gathered, while the Grand Division has sheltered the greater part of those outside of the "Banner Division."

The loyalty of the early members was unquestionable, and although they understood fully the benefits to be derived from organization, yet they never had a chance to enjoy the privileges of such, and which their splendid efforts in its behalf entitled them to, on account of the distance they were located from division headquarters, members were unable to attend the meetings, so lost considerable interest in the work of the Order. The fact

also that they were small in numbers, lessened the influence they otherwise might have established, thereby winning for themselves and the Order, better and more beneficial results.

In January of the present year, our O. R. T. life began proper. Through the influence of Bro. Hutchinson and others, organizer, Bro. Davis, of the Grand Division, came and went over the road, securing in all twenty-eight members including the transfers from other divisions.

President Powell appointed the following officers to act until the first election should occur:

Acting General Chairman—R. P. McMillen.

Acting General Secretary and Treasurer—C. F. Smith.

Board of Adjustment, Jackson Division:

Chairman—O. G. Harper.

Member—H. C. Mitchell.

Member—J. A. Devitt.

Board of Adjustment, Lima Division:

Chairman—F. M. Carson.

Member—K. Threlkeld.

Member—R. F. Exline.

These officers performed the task of converting the raw material into the substantial foundation for a good, healthy, growing division.

In June, ballots were prepared by the Secretary and Treasurer, and mailed by Local Secretary and Treasurer Smith to all member for election of permanent officers, and these ballots, when counted, showed officers chosen as follows:

General Chairman—W. M. Jaynes.

Board of Adjustment, Jackson Division:

Chairman—J. W. Murray.

Member—H. C. Mitchell.

Member—A. L. Hutchinson.

Board of Adjustment, Lima Division:

Chairman—K. Threlkeld.

Member—R. F. Exline.

Member—T. E. Leland.

We are getting our system division into shape very rapidly, and if our affairs continue the way they are moving now, we will soon have enough members to accomplish good work. We have received two new applications for membership since the election of officers, and one brother has paid up, who was in arrears; and we have every reason to believe that before the election of officers next year we will have the majority of the boys on our system in line, a desire which is fondly cherished, for "In union there is strength."

Boys, if ever we needed your help and support, it is now. One live, loyal working member is more necessary for us just at present, than a dozen will be after we have become thoroughly and strongly organized. Some of the boys that we have solicited to become members, have given the excuse that they "will wait and see what is going to become of the Organization before joining, and as soon as they can discover it is going to amount to something, they will join." The proper thing to do is for each one to try and be first, then it surely will amount to something.

This is not a new venture by any means. Divisions have been formed in almost every state of the Union and Dominion of Canada, and they surely have, and are still, and always will amount to something. We see our brothers on the C. H. & D.,

B. & O. S. W., Big Four, and Erie, enjoying the blessing we are striving for, and know there is something in it. Since their organization, they have secured schedules that provide for the payment of all overtime, when they are obliged so to work, also raised their salaries to a living figure, and have a provision whereby their salaries cannot be reduced, or their commission on express business taken away without their consent. Are not such conditions for us worth an effort?

If we ever expect to get in a position where we can help each other, and lift the standard of our profession to a higher and more profitable degree, now is the time to attempt it. Let us strike the iron while it is hot, and if we individually put in our best blows, we are bound to secure for ourselves collectively, those much desired improved conditions, which will enable each one of us singly to endure with increased pleasure and gain the tasks which are set before us in the work we have chosen.

CERT. 17.

C. C. & S. R. R.

It has now been some time since there has anything appeared in THE TELEGRAPHER from this road. It is with pleasure we note the progress of other roads and see the benefits they derive from their organization. You take it wherever the O. R. T. is and you will find that the operators are all satisfied, or nearly so, and they realize the good of organization. They don't have to put in fourteen and sixteen hours for a day's work and only get pay for twelve; no sir! They get paid for the time they work and get paid for all over-time, too. Well, I will not try to tell you how it is done or how to do it, we are all old enough and the most of us have sense enough to belong to the order of our craft. One thing we can boast of here and that is the scarcity of "ham factories." We have a few things that pass for operators, though one of these birds in question a few evenings ago, gave us a fair example of what it is to hire students who don't know enough to come in when it rains; and I might say right here that he is loud in his talk against the O. R. T.; but let that pass; there are smarter men in this world.

The evening of July 27th the dispatcher told this expert that he would have an order for a certain train due about 6:30 p. m. Soon the dispatcher called him and sent him the order and he bulled it, and the train came in sight and his block was white and it wasn't but an instant till the train was out of sight. Happily no damage resulted, as there happened to be another telegraph office where the dispatcher caught the train, and everything was made lovely; but I don't think he will try it again. This, you see, is the result of inexperience.

I will try to give you the names of a few of our men, and if some one will pick out their man we will go after him like Schley went after Cervera's fleet.

The first we have is at the Cleveland coal docks. His name I do not know, but he is solid O. R. T.

Mr. A. J. Webb sells tickets at Bedford.

Mr. Herget does the same at Falls Junction.

Mr. H. F. Finley is agent at Solon.

B. R. Hoops is agent and operator at Chagrin Falls.

Mr. R. E. Hamilton, an old O. R. T. man, is agent at Twinsburg.

Mr. T. J. Moran kills time and mosquitoes in a box car at Moran.

The next stop is at Kent where you will find Mr. J. C. Wilkin as agent, who sells tickets, checks baggage and signs the balance sheet. Bro. L. D. Friend will also be found behind the counter ready to meet all O. R. T. boys and treat 'em right. Bro. Friend has been trying to do a little missionary work, but has met with poor success. Every one thinks the Order is all right, but they can't spare the cash.

Mr. C. A. Fisher is boss at Brimfield. He will have to learn to keep his block red.

Mr. R. A. Cartmill sells tickets and answers questions at Mogadore.

Mr. Lake does the act at Suffield.

Mr. C. E. Sell is agent at Mishler.

At Middle Branch we find another solid O. R. T. man in the person of Mr. F. L. Combs, agent and operator.

Next we come to Canton. In the dispatcher's office we find Mr. J. W. McCaffrey as chief, Mr. Sauers as first and Mr. Girth as second trick man. They are all very nice men.

I had the pleasure of meeting Mr. Griffith and Mr. Andrews, of the Valley Railway, at the Akron dispatcher's office. Mr. Griffith is third trick dispatcher and is a member of Forest City Division, O. R. T. We are glad to have such men in our Order. With best wishes to the O. R. T. brothers everywhere,

Yours in S. O. and D.,
CMBT. 2689.

Washington, D. C.

Potomac Division No. 171 held its regular meeting last Saturday evening, with a very good attendance. The chief feature of the evening was the charges brought against Bro. R. P. Wetmore by the President, W. V. Powell, for printing and issuing a circular letter to the delegates at the last convention. The trial resulted in a reprimand, which was graciously received by the accused brother with promises that he shall continue to work for the best interests of the Order and the upbuilding of our noble Organization.

Our Local President, W. V. Dickey, ably filled the Chair in his usual manner to the satisfaction of all present. Other matters of importance were also attended to and the reading of some important letters from the President and the meeting closed at a late hour.

We were glad to see Bro. Will Lawlor present at the meeting after a long absence, and we hope he will not forget the regular meeting nights in the future.

If all members would endeavor to attend our meetings once in three months we would always have a good attendance and a more lively interest would be taken in the work. We have a large membership and there can be no excuse for a small attendance of members at our meetings only once a month.

Our worthy Secretary, V. Marcinkowski, has been an indefatigable worker for the cause and for our division and we should give him every support and

influence that we know how. He ably represented our division as delegate at the convention along with Bro. L. W. Quick, but there is still a large amount of work to be done in the South, and, while our worthy Secretary is equal to the occasion, he still requires the support of all the members and the prompt payment of dues, and this is what we need the most to accomplish our work satisfactorily.

DIV. COR.

Cleveland Terminal and Valley Railroad.

I have been a member of the O. R. T. since March, 1897, and have not missed one Journal since, but as yet I have not seen one line between its covers from the C. T. & V. (formerly Valley). There are only a few members on this pike. We all have a good field to work in.

The company received five hundred new up-to-date gondolas from Detroit, Mich., and they are beauts, too.

The eight mile branch from Sandyville to Magnolia is nearing completion. We have a very nice set of dispatchers. Mr. Heaton first trick, Mr. Irish second trick, Bro. Griffith third trick, and Mr. Mount doing the relay work.

At the Akron freight house we see Bro. Warberton, who always carries an up-to-date card.

Bro. J. E. Rowles, operator at Akron, Howard street, "K," has resigned and gone in the store business at Athens, I 13; success to you, "Jo," you are O. K.

At New Berlin "J," we have Bro. F. L. Rowles, a staunch and up-to-date O. R. T. man. Keep after 'em, "F."

Next is North Industry, "D," where Bro. Kelly hangs out. What do you do to pass away the time, "KA?"

Our lineman, Mr. Bazore, is a very nice man, and keeps the main battery in good shape.

No students on this pike.

Mr. Irish, second trick dispatcher, is enjoying a thirty-day vacation. Bro. Griffith is filling his chair, and Mr. Mount (relay man) holding third trick and an extra "GS" at "MF."

Now, brothers, let us each make an effort to get at least one member. I have the promise of two, and I 13 Bro. Warberton has several. What we need is a good organizer to go and see the boys in person and show them the light. The boys all seem to think the O. R. T. is O. K.

J. C. DISLER,
Div. 62.

Bangor and Aroostook Railroad.

I am much pleased to see a few lines in our Journal from the boys on the B. & A.

We all regret the loss of Bro. Bartlett very much, and the boys on the Aroostook Division all wish him success in his new field.

Cert. 47 is right after that "ham" manufacturer at "DG."

I was talking with "DG" not long ago about the O. R. T. He said he was once a good member, but somehow he could not see any use of it on the B. & A. Now, boys, we all know that there is not a road in the United States that needs the influence of the O. R. T. more than the B. & A.

Just think, one agent has three students in his office, notwithstanding that the general manager issued an order to all agents to keep "plugs" off the wires, for it interfered with the business of the company. It can hardly be wondered at, however, for we are so few in number and no organizer to go over the road and see the boys.

Now let us work together, get an organizer to go over the whole system; take in "DG" and "H" and talk kindly to them. "DG" has back-slidden and perhaps a kind word will put him in our ranks again and the "ham factory" will close down.

A good, solid O. R. T. system on the B. & A. would be a Godsend to us. "Come over to Macedonia and help us," is our cry. Let us keep the good work up and have a few items in every Journal. It will encourage those who are true to the Order, and others will take note of it.

Yours in S. O. and D.,

CERT. 17.

I presume it is time some member made a break, judging from the condition of things on the north end of this division. "Ham factories" are the order of the day. I know of one man having three students in his office. Now, boys, don't you think we could change this by working together? There are quite a number of staunch O. R. T. men on this line, and I think, with an organizer in the lead, we could swell our list considerably.

Bro. Bartlett, formerly relieving agent, has resigned to accept a position at Fabyans, on the M. C. R. R.

Bro. Gallant has returned to "SB," West Seewis, after holding down Crystal for two months; too far away, "FR," eh?

Bro. Babbirk has been visiting for a few days.

D. H. Buckley, formerly agent at Island Falls, has been transferred to Millinockett, vice Bro. Newcomb transferred to Masandis.

Yours in S. O. and D.,

CERT. 47.

Central Vermont Railway.

For the interest of the members on the C. V. Ry. who could not attend our meeting on July 16th in St. Albans, Vt., I thought I would publish it in THE TELEGRAPHER so the members all over the country can know that we are alive on the C. V. and thoroughly organized.

Our first meeting was held last Sunday, July 16th, in the O. R. C. hall, St. Albans, Vt., at 2 p. m.

Thirty-five members were present.

Bro. P. D. Hamel, from Montreal, was present.

We have a good start now to improve our condition on the C. V. Ry., and what has been done at our meeting I will not state here, but let me give you this advice, brothers of the C. V. Ry.:

Be more careful than ever to do your work. Do not give the officials a chance to discharge you. If asked again concerning your membership in the O. R. T., you may tell them that you consider it none of their business, and if insisted upon to answer, say "yes, I am proud to say, I do belong to the O. R. T."

They will not discharge you just because you belong to the O. R. T. There must be a cause. Then be careful—don't give them a chance.

After our secret meeting we were invited by the B. of L. F. and their ladies to their hall, where ice cream, cake and cigars were served, and music furnished during the entertainment.

At 7:30 p. m. we held a union meeting in the O. R. C. hall, where the O. R. C. gave us a nice reception, with some nice cigars.

We had one of the nicest meetings I have attended for years, and it was so expressed by the O. R. C. and others—the B. of R. T., B. of L. F. and the Telegraphers. At the union meeting there were about 100 present.

The other organizations assured us of their support in maintaining our rights, as our Organization assured them we would in theirs.

We adjourned at ten o'clock p. m., and everybody went home happy and pleased at the meeting, all determined to stand by one another and the Order at all times.

We thank the B. of L. F. and their ladies for their nice reception, and the O. R. C. for granting us their hall for our meeting. We hope to meet you all again in the near future.

Everybody regretted that Bro. Powell could not be present on account of schedule work with the B. & M., N. H. and St. J. & L. C.

Brothers, let us stick to the O. R. T., no matter what happens, and we are sure of success.

There are a few "nons" we have not got yet. Let us get after them. If they do not soon come in and join with us, they will find themselves in the dark.

For particulars and blanks address

LOUIS FORTIER,
Organizer, Claremont, N. H.

Macon, Ga., Div. No. 114.

Our regular monthly meeting was held on Sunday, July 9th, with Past Chief Duffy in the Chief's chair, and Bro. V. H. Cain, Secretary, with an unusually large attendance. Our additions to the division were one by transfer and seven initiated. The boys were very enthusiastic and showed their earnestness by the large number present.

Bro. Edward Davis, of the Grand Division, was among our visiting brothers, and gave us quite an interesting as well as instructive talk, which was highly appreciated. We hope he will make us another call soon.

We beg to again call the attention of our absent members to the importance of their attending these meetings. Our elegant lodge rooms are open to you, and very conveniently located, at the corner of Cotton avenue and Mulberry street, opposite the court house, and we meet at eleven o'clock a. m. every second Sunday in each month. Wake up, boys, and get a move on you. If you can't come, then send us an application from some poor, benighted "non." We want 200 members by January 1, 1900.

CENTRAL OF GEORGIA SYSTEM NOTES.

Bro. D. A. Nolan has been promoted from nights at Griffin to chief clerk for the freight agent there.

Bro. Snyder was transferred from nights at Jonesboro to nights at Griffin.

Mr. Jackson, of Newman, was placed on the extra list, and is at Jonesboro, nights.

Relief Agent C. M. Gay is acting agent at Hamp-

ton, during Bro. Turnipseed's absence in New York and the East. It is funny that the boys all head for New York or Mexico when they get off. Why not go to "Injun Springs," where we could hear of their meanness?

Bro. Gay will relieve Bro. J. A. Cathey as agent at Machen for a few days.

Bro. R. H. Scheilds will relieve Bro. C. A. Cooley at Bolingbroke for a month, beginning August 1st. Don't know where "Cy" is going; to New York, too, perhaps. I don't see how he can get away from that handsome little post mistress; though I believe I'll slip up there while he's gone and cut him out.

Bro. E. P. McLain has been promoted from nights at Ocmulgee Bridge to days in the yardmaster's office at Atlanta.

Bro. Buckener leaves us to accept a place in the general office of the Southern in Atlanta. "Hot Stuff, we miss you, an' dat aint no joke, neder." Watch out, now, and if any of the boys down you on the line, remember that *similia similibus curantur*.

Sister Ida Sample has returned to "WD" from her vacation, looking as rosy and fresh as an Alberta peach.

Bro. Wilkinson has been acting agent at Barnesville, on account of the regular agent being sick.

Bro. Barger on has moved to Macon, and holds down the local wires at "RA." This old soldier has been in the service a long time, but is as good as they make 'em—steady, accurate and constant.

Marion Chipley still holds down "MD," nights, and is getting powerfully grown up—in fact is cutting his whiskers. It is about "long dress" time with him, and he is as proud of those "little whiskers" as Miss Sixteen Years is of her first long dress.

Bro. Henry Garrison and his lovely helpmeet are now housekeeping. We wish them a long, merry and happy life.

Bro. "Bud" Harris and his bride were guests at the hotel that burned down at Indian Springs not long since, and had the misfortune to lose their entire wardrobe, as well as jewelry and money. We extend our sympathy to them and trust that they may never be the victims of another such misfortune.

Bro. George Davis is now at Millen, nights, but we understand he is going on the stage soon as leading man at Crump's Park Theater. He fell in love with a warm-haired lady out there, and in attempting to adjust her ear-rings got his fingers burned. Moral: Never fool with a sunny-haired woman or the business end of a bee. One will do you with no end of honey; the other will do you with his honey end. So be careful now, "Alfred."

Bros. Waller and Pyron are still at Bloomingdale.

Bro. Ivey is at Pooler, nights. Look out Bud, there are more real pretty girls at Pooler than any one place on earth; and the next thing you know you will be done and ketched by one of them.

Bro. H. C. Pyron is working nights at Egypt.

Bro. Julian Mercer did not get off on his intended vacation. He could not miss a performance at Crump's Park, so he has postponed it until those show gals all leave.

We are sorry, indeed, to note that there are some old O. R. T. members on each division of the Cen-

tral system that are allowing students in their offices. This shows very little regard for their old obligations. It don't make any difference if you have quit the Order years ago. That obligation was made to God, and, like Him, should and does exist on and on forever. You can promise at the marriage altar and be divorced from that obligation. But the O. R. T. has no divorce department. You should ask God to forgive you, and then quit your ham factory business for all time.

"Tx."

Ashtabula Div. No. 36.

Not seeing anything in the last issue of our Journal concerning this division, and so many interesting notes from other divisions, I concluded to write a few words to show that we are still in existence—inasmuch as our regular correspondent fails to show up.

There is quite a rush of business on this division at present, owing to the great amount of ore that is being handled, and the outlook at present indicates the continuing of same for some time. All of our extra men are at work, which is a sure indication of prosperity.

Some slight changes have taken place since our last letter, namely: J. A. Snow, third trick operator at Youngstown, taking the position of car dispatcher. Bro. Dellmen, of Andover, taking third trick, and Bro. Payne, second. Bro. E. H. Rood goes to Andover, days. Bro. T. C. Snow is working third trick a few days, while one of the regulars is away; Bro. Thompson, of Plymouth, going to Jefferson, nights. No doubt he is pleased to get out of the woods. Bro. E. F. Parsley is working days at Sharon, during the absence of Bro. Wentz, who, I understand, is looking up that fifty-dollar bill he was touched for some time ago.

At this writing we understand Bro. "Billy G. Humphrey" has flopped, and gone over on the P. B. & L. E. We shall all miss Billy's familiar fist on the wire.

There appears to be some difficulty in securing men for the South Yard job. We wonder why.

There is a limit to all things, so I will conclude, so as to have something left over for the next issue.

Yours in S. O. and D.,

CERT. 18.

Grand Trunk Railway.

Twenty-second, Twenty-third and Twenty-fourth Districts:—

Our brothers, "Sam" and "423," of the Seventh District, appear to have had a monopoly of the corresponding business on this system, but we must try to break this, as trusts and combines are not to our liking.

In making our bow from the far-away North, we wish first to emphasize the motto, "Do Right." No matter, boys, in what position we are placed, even though we feel that we have been unfairly dealt with, let us "do right." This, and this alone, will contribute to our best interests at some time. We may have to wait, but if we persevere in doing right, the reward will surely come, sooner or later. "Do right" by our employers. Attend to our duties

promptly and thoroughly. A thing worth doing at all, is worth doing well. The little and seemingly insignificant matters of daily routine, carefully attended to, help to make a record that we will look back upon with pride. We cannot all be general managers or even general superintendents, but each can do his part toward making the business of this great system a grand success.

Then "do right" by ourselves and our Order. How much we already owe to our Order and to those who have so nobly fought for its principles. Compare our position to day with that of a year ago. And there is more to follow. Is each doing his part in loyally supporting the Order and preparing it for better work in the future? Are we "doing right" in the matter of financial support? Are our assessments and dues promptly remitted? Have we responded as we should have done when a special assessment was levied? Or, are we indifferent in these matters, and thus discouraging those who made such sacrifices for us last winter? Do we, as far as possible, attend the meetings called by our local chairman, thus becoming better acquainted with each other, with the requirements of our class and with the working of our Order? Is each doing his part to induce those who are still outside of the fold to unite with us, so that we may be able to present a solid front?

Boys, in all these things, remember the words, "Do Right."

We are pleased to be able to report these districts sound. True, there are a few who have not, as yet, seen their way to join us, but we feel assured that, in the near future, we will all be in line.

We held a meeting at Wingham, on June 18th, to hear the report of Bro. Campbell, our delegate to the Biennial Convention, and discuss other matters. The attendance was good and a spirit of enthusiasm pervaded the meeting. Bro. Campbell gave a lengthy and interesting resume of the proceedings of the convention, and fully convinced those present that the brethren who were sent by the different systems to represent them had the interests of their constituents at heart, and, in short, were the right men in the right place.

To show what difficulties can be overcome if we are in earnest, it may be mentioned that by the time many of those who attended this meeting had reached their homes, they had driven from sixty to ninety miles, the latter distance having been covered by our indefatigable local chairman.

This meeting was but the precursor of others. A union meeting was held in Palmerston, on July 9th. Representatives of the O. R. T., the O. R. C., the B. of R. T. and the B. of L. F. were present, and a very pleasant and interesting time was spent. It was very pleasing to note the warm welcome extended to the O. R. T. by the members of the older organizations, and to hear their assurances of hearty co-operation with us. At the close of the union meeting, a session of the O. R. T. was held, at which matters of local interest were discussed, to the benefit of all concerned.

Other meetings are being arranged for, and, judging from past experience, they will be well attended and interesting.

Changes have been going on. Train Master Lynch has been transferred to Belleville, and his

place filled by Mr. D. J. O'Connor, late dispatcher on the main line. I think I voice the feelings of all when I say that we were sorry to lose Mr. Lynch, who, by his candid and agreeable manner, had won the good will of all with whom he came in contact. We are also pleased to welcome Mr. O'Connor, and have no doubt that the same cordial relations will be sustained under his regime.

One change we all regret—the removal of Bro. Weppler, of Hanover, and his decision to retire from railway life. Dan is one of the best posted men on the line, and is always ready to assist anyone who is not so well up in the business as himself. He was also an enthusiastic O. R. T. man, and was local Secretary for these districts. He will be much missed in our ranks.

Bro. Bell, late of Milverton, has been promoted to Hanover, Bro. McBride holding down Milverton in the meantime.

Ticket Agent Hyndman, of Palmerston, has been taking a vacation, his place being ably filled by Bro. Stokes, of Listowell.

Agent Cameron, of Port Elgin, who has been enjoying a month's relief, is again in the harness. Bro. McEwing, who relieved him, is at present relieving at Mitchell.

Bro. Goulding, of Harriston, relieved Agent Eagan, of Kincardine, for a few days last week. Tom enjoyed the lake breezes, and "Ed" looked after the umbrella during his absence.

Bro. Wesgate, of "GS," is "baching" it at present, but longs for the return of his better (if smaller) half.

A fear of having already imposed too much on the patience of the Editor forbids the mention of other names this time, but if said official does his duty, and consigns this to the waste basket, we will endeavor to give a more general review of these districts some time in the future.

CERT. 436.

Bro. R. R. Bird, Local Chairman of Sixth and Seventh Districts, and my brother Telegraphers of the Fourth, Fifth, Sixth, Seventh and Twenty-second Districts, Grand Trunk Railway System Division No. 1: With a grateful heart I thank each of you who kindly contributed to a defense fund, amounting to sixty-nine dollars and forty-three cents (\$69.43), for my case, which was the outcome of the accident at Murray Hill, in November last. I may say that I was acquitted as a party to the responsibility before a coroner's jury, and the grand jury returned no bill before the regular courts of the land. For your kindness I know not how to express my gratitude.

Believe me, fraternally yours ever,
Cobourg, June 19, 1899. JNO. MURPHY.

At eleven o'clock p. m., July 20th, at the age of twenty-nine years and nine months, Edith Waggle, beloved wife of Bro. George Williamson, agent at Hemmingford, passed away, after a short illness. Mrs. Williamson died at Montreal General Hospital, where she had undergone an operation which has proved fatal regardless of the skillful care given her by Dr. Hutchinson.

The deceased was a devoted wife and true woman, and Bro. Williamson's loss is felt and partaken of by all who were given the opportunity to know her.

She leaves a family of three bright children. We beg to extend our most heartfelt sympathies to Bro. Williamson in his bereavement.

Thirteenth and Fourteenth Districts:—

I have been searching the pages of THE TELEGRAPHER for almost a lifetime (it seems) to see if there would be any news items written by some of the boys on this end of the system, but so far it has been in vain.

I don't believe there is a part of the Grand Trunk Railway System where there is a more united and energetic body of O. R. T. men than on the Northern Division, more especially the Thirteenth and Fourteenth Districts. There are, I am sorry to say, a few who can never see their way clear to cast their lot with us, or, who have fallen from grace simply because they could not see where the O. R. T. had materially benefited them. But, boys, we must invariably creep before we can walk. Where would we be today were it not for our noble Order? Back where we were before the first of January, 1899. Trudging away the best part of our lives, working almost day and night in many cases, for the starvation sum of thirty dollars per month, without overtime or protection of any kind whatever.

I think our present schedule is as good, if not better, than any ever secured by Telegraphers on any railroad on the continent for the first time, and I am certain that before many months roll by we shall have an amicable settlement with our management of a few outstanding grievances, which will put us on an equal footing with the Telegraphers on the best roads in America.

In my opinion, the boys in the different districts should try to hold meetings regularly, to discuss matters of importance to ourselves. It helps to revive interest in the Order when a few get together now and then to pass away a few hours.

I would suggest that meeting places be arranged by the boys in the different districts, and a meeting held at least six times a year. It is certainly hard for all who would like to attend meetings to get off, but where there is a will there is a way.

I will now try and let the outside world know who we have in the Thirteenth and Fourteenth Districts.

Starting at Collingwood, we have Bro. McNabb, who is always on the lookout for the welfare of the craft.

At Glen Huron and Nottawa, Bro. Patton holds sway, and Bro. Orr, at Glencoln, signs the balance sheet at Avening also. Both of these boys were cut out, as the saying is, last winter; but they are still staunch members, and it is to be hoped that before long they will both get their just dues.

Bro. Peters has just been appointed agent at Lisle. Mind "the natives" don't hurt you "BY." They have a bad "rep."

At Everett, Agent Tobin is seen, but is seldom heard.

Bro. Stacey, at Alliston, has his hands full these days, although he has the able assistance of future Bro. L. Coulter.

Going back to Thornton we can usually find Bro. McLean very close to his key.

At Cookstown, Bro. Smith rules supreme. He says he has been there thirteen years, and he ap-

pears fit for another thirteen years, although he says he would prefer to be closer to the Lake Shore.

Around Beeton there is a nest of O. R. T. boys in Bro. Chapin as agent, Bro. Hirshey as operator and signal man between "BO" and "JY," also mascot Dan Coulter, better known as "Mr. Heyden."

Next comes Tottenham, with Agent Galbraith, and at Palgrave we find Bro. Davidson, who says he needs assistance to keep cattle and pigs out of the station yard.

At Cabdon, East, Bro. Coulter, with his Newfoundland dog, "Bruno," manages to get all the business from the C. P. Ry.

Next comes Bro. Hill, at Cardwell Junction, who spends his time trout fishing.

Bro. McCraw, at Inglewood, with the assistance of Bro. Miller as owl, keeps both the C. P. R. and the G. T. R. affairs in good shape.

At Chiltonham, Bro. Coulter tries to get in twelve good, faithful hours' duty, but I can't see how he does it, unless it is sleeping.

Further South—unexplored.

NOTES.

Bros. Hirshey and Coulter, at Beeton, have been purchasing a very fast horse. "WH" says it will make a mile in 2:40 now, but he expects it to make Maud S.'s record when he cures the "jack spavin" and gets a bicycle wheel on one leg.

A very pleasant meeting of O. R. T. boys in this district was held in Beeton, Sunday, July 16th. About thirteen of the brothers were present. Bro. Chapin made us all comfortable and provided a very sumptuous dinner, for which the boys return thanks to Bro. and Mrs. Chapin.

Bro. Coulter, of "CT," has purchased a new Iberville velocipede, but had the misfortune to have it slightly smashed by "Extra North" run, by his brother Tom and Engineman Davidson not observing the block system closely.

Bro. McCraw's wife, who has been very ill for some time, is now improving, and we hope will soon be quite well again.

OCIDA.

C. C. C. & St. L. Ry.

Cleveland and Indianapolis Districts:—

I have noticed in the last few issues of THE TELEGRAPHER several articles from the brothers of System Division No. 37, and I was pleased to see that some of the brothers had found the nerve to make themselves heard. If there was less timidity existing among the operators on this road we would be in better shape today. Of course while this work is going on it is best not to be too forward and do or say anything to compromise ourselves. But we have about passed the point where we need fear the executive axe, and now let us be up and doing. Let each brother do his share to keep up the spirit, and work for the good of the Order, until every non is converted. Let each brother feel that our future success depends largely on his own personal efforts.

There is room for improvement on this division, and on this end of the line a few of the boys are backward, a few need educating and a few need more help, so they can discharge the students.

By the way, how about those students? I understand there are a few left, and that one brother has

just taken in a new one. How is that? This student question, though an old song, is like the song we learned on mother's knee, always sweet to hear, that is, to the anti-student faction. Remember your obligation, brothers, and fire 'em. We hope, in a few weeks more to have it fixed so that you can hire a cheap boy to put up. Take one of those lamps, etc., in the meantime, do it yourself and do away with the students. Now, if those few nons would give us the glad hand, we would be solid on this end of the line. But I am afraid it is hopeless. We are sorry we could not induce the nons to join us, but we may succeed later. Watch our smoke in a few weeks; something is going to drop. We are going to shake that plum tree, and we are going to get the plums, too. See! Cheer up, brothers. We have been laboring long and hard, but the end is near.

Let us hear from some other brother up this way.

Yours in S. O. and D.,

T. A. SAWYER.

St. Louis Division:—

I scan with no small amount of pleasure the few letters from this division I see published in our TELEGRAPHER. In the May number I noticed one, in the June number two, and I hope in this or succeeding numbers to see the number of letters from the boys doubled.

Now, boys, in regard to our nons. We have quite a few of the above named fellows on this division, but we hope each and every member will put his shoulder to the wheel and help boost 'em in. I am confident that if the benefits and all the other good work of our Order was explained to our nons, that very few would remain out of the organization long. Of course there are a few professional croakers that have not foresight enough to see any good in any kind; but thank goodness they are few and far between. If they expect that because they will not join us our division will be a fizzle, I can assure them now that they will be badly mistaken. This is the way I look at it boys, if a man has that little principle we can easily leave him out. Because when a man has such an exalted opinion of himself that he thinks he is the whole thing, drop him, for the sooner we are rid of such traitors to the craft the better off we will be.

Now, all fellow-telegraphers that do not believe in organization to help hold their rights, look, for instance, at all our employers, viz., the railroad companies. Notice the organizations, or a few of them, that have banded together to protect themselves on passenger and freight rates. Now, like a nice lot of fellows, they have organized passenger associations, traffic committees, caused laws to be passed knocking the scalpers off the face of the earth, etc. Now, brothers you see how well these fellows have succeeded. Why can't we do likewise—try to get living wages, and then maintain them?

Just think what most of our Western brothers have succeeded in doing. In reading our letter from a Western brother, I see where he says that since they got their schedule, which was three years ago, his monthly salary was raised five dollars. In one year his increase amounted to sixty dollars, and for the three years netted him \$180. Say his O. R. T. dues amounted to, say forty dollars, in that time. Just stop and ponder the gain over his former wages.

Well, I think he could afford to put on a "stiff front," throw away the old corn-cob pipe, get a "briar," and, finally, come to the conclusion that life was worth living after all. Don't you?

Well, we'll "saw off" after taking so much of the Editor's valuable space.

Hoping all will "13" this little talk and act accordingly, I am yours to stay.

CERT. 172,
Div. No. 37.

Philadelphia, Pa., Div. No. 30.

The Brotherhood of Trainmen, in this vicinity, gave its first annual union picnic on Saturday, July 29th, with marked success. Five lodges participated in the event, which was held in Washington Park, Twenty-sixth street and Allegheney avenue. The combination consisted of Philadelphia Lodge No. 363, West Philadelphia Lodges Nos. 160 and 149, Kensington Lodge No. 113, Fairmount Lodge No. 387, and Camden, N. J., Lodge No. 357. The general committee was composed of three members from each of the five lodges, M. Sammon being general chairman and G. W. Feasel general treasurer. The day was taken up with general amusement and everybody returned to their homes feeling that they had the worth of their money and all were well pleased. The ball game in the afternoon between the Pennsylvania boys and the Jerseyites was interesting, and very much so when Jim Battemby made a "cracker jack" home run. Dancing was another special feature of the day and John McCormick, whose duty it was to care for the ladies, was very polite and entertaining, taken altogether. Game contests, and everything in this direction, were in order.

M. J. Maloney met with a serious accident at his home the twenty-fifth of last month. He had been on night duty at Broad Street Station, and, on arriving home, repaired to his room, where he tripped and fell, his eye coming in contact with a piece of furniture. It has just been announced, with regret, that he will lose the sight of one eye. Bro. Maloney is Financier of Lodge No. 149, B. of R. T., and has a host of friends, from all of whom expressions of sympathy are notable. He was formerly leverman on the Elevated road, and has an exceptionally clear record with the company, with which he has been for a number of years.

Mr. W. Beard, depot dispatcher, started on a three months' trip the first of the present month on Train No. 21, and will make a general investigation of the principal cities of the country before his return. Portland, Ore., and San Francisco, will be a part of his final destination, and the boys will all be glad to know he has enjoyed himself when the trip is completed. Mr. B. is a good story teller, and three months is a good, long wait.

Married—Bro. W. Harry Osmond and Miss Elizabeth Conrad, in this city on July 5th. The bride and groom immediately left on an extended trip through the West, on the Western Express, and Chicago was the original destination. The great lakes were explored, and during a pleasure trip thereon a raging storm greeted the happy couple, but we will not now relate the unpleasant experience that followed, and the arrival on terra firma

was a most agreeable sensation. Bro. O. surprised many of his friends in this happy departure, so explanations are now in order. Congratulations, Bro. Osmond. Congratulations.

The division register shows a fair percentage of the membership present at the July meeting, and the occasion was marked with much interest at times during the session. The committee reports, in their regular order, consumed considerable time, with, however, satisfactory results. But two petitions were acted upon at this time, the same taking the regular course. The falling off is in consequence of the semi-annual due term beginning in July, and uncertainty as to rates on account of the changes made at the late convention. The next meeting will make a better showing in this direction, from recent reports. Numerous communications were handled, one being very lengthy, taking up much time, and the same was finally disposed of in a manner of justice to all. Three transfer cards were granted members of Division No. 30, by request, to other divisions. They are as follows: Bro. John H. Jay, transferred to Newark Division No. 118. Bro. L. P. Maxwell, transferred to Newark Division No. 118. Bro. J. R. Hinton, transferred to Providence Division No. 256.

The above named brothers, who are given over to the care of their respective divisions, take with them the well wishes of the membership of Division No. 30, and it is our earnest hope that fortune may favor them.

One vacancy occurred during the month, an agency, and a brother, who was only temporarily employed, was promptly notified to report for same.

Bro. Casey, who had been off duty on account of trouble with his eyes, was paid his benefits, and it is pleasing to note that the brother does not anticipate any further trouble with these delicate organs, as the treatment received, he claims to have been excellent. Bills and general expenses of the evening accumulated in the neighborhood of twenty dollars and were paid. The Secretary was directed to revise delinquent list, which, fortunately, is not extensive, and the "good intentions" are looked forward to with favor.

Our local By-Laws are about to be revised. The Committee has already been named. Seven of our staunch and true heavyweights will endeavor to please the membership in their important duty. Brothers, this work will not be accomplished by one or two meetings of the division, so you should all make a special effort to attend meetings at this time and hear the Committee report, and offer your suggestions.

Quite a number of Division No. 4 boys were present at our last meeting, and Bros. Brown and W. H. Osmond, of that division, proved themselves on this occasion to be anything but everyday telegraphers; but little law practice on the part of our named heroes would make of them brilliant attorneys, and we must say truthfully that there is no good reason for slighting any one of the brothers of Division No. 30 pertaining to the qualities. It was almost midnight when the division adjourned.

Brothers, you will please remember that your Journal is likely to be stopped after this issue if your dues are not paid up in full to December 31st.

The new card for the present term has a fine appearance. Every brother in Philadelphia and vicinity should not fail to be present at the September meeting of the division. A pleasant evening is promised, and, after it is all over, you will be better able to enjoy a smoke. Now, please try to remember this and be at our "Fall opening," the third Friday evening in September, northeast corner of Thirteenth and Arch streets.

Bro. E. D. Sipler, acting as one of the arbitrators in the street car troubles at Cleveland, Ohio, left the city on July 24th, for the above named point, to assist in bringing the troubles to an amicable ending. It is needless to say, we join in wishing him the best of success. His wife accompanies him on the journey. Bros. Donahue and Kerns are alternating on the owl at "S" in his place during his absence.

Bro. M. E. Casey has resumed duty on the 8:30 a. m. trick at "S," after an absence of two months with eye trouble. We are glad to see you back at the key, "OD."

Bro. W. S. Campbell is sojourning up through Western Pennsylvania, having obtained two weeks' leave. His wife and family accompanied him on the trip. Walt is a hard and willing worker and we all hope that he has the very best of times.

Owing to some changes on the pneumatic machine at "B" Tower, Twenty-first and Filbert streets, E. R. R., Bros. Buckley and Kerns are working the 7 a. m. and 3 p. m. tricks at "A," temporarily.

Vacations are rushed along in earnest just now in contemplation of heavy business in the next couple of months. The G. A. R. reunion will bring thousands to our city next month.

On account of the extended absence of Electric Foreman Barrett, of "A" Tower, Bro. R. H. Conway has been appointed in his stead. Bro. Wilson, "N," on days, vice Bro. C. to "A." Many other changes occurred.

Drv. Cor. 169.

C. & O. R. R.

Mountain Division:--

The Mountain and James River Divisions convened in regular meeting at Clifton Forge on July 19th. Twenty members were present.

We were very glad to have with us General Chairman A. A. Adkins and General Secretary G. P. Grogan. We appreciated their presence all the more for the reason that they came a long distance on a local train in order to be with us. Each member present doubtless felt much benefited by their visit. We would be glad to have them with us again.

We hope in future to have the boys on the Western Division, between Clifton Forge and Hinton, unite with us.

There is no reason why we cannot have a large attendance every month. We are sorry, indeed, to note the continued absence of so many of the members, particularly those of the Mountain Division, who, we believe, could attend with only a little sacrifice on their part.

Some of the members at the last meeting suggested that we have quarterly instead of monthly meetings. This would really be a reduction to the minimum, and it is to be hoped that the brethren

will not consider a motion so detrimental to our interests. Too much stress cannot be placed on the importance of meeting regularly and often. When the writer first joined the Order, in 1888, there was no local division on our system. The members all belonged to the Grand Division, and never had the privilege of attending meetings. As a natural result, there was nothing to stimulate them, and little or no interest was manifested. We have never been in as good condition as we are at present, and this is beyond doubt due to the fact that we are holding our meetings with such regularity as to retain a lively interest among the members.

One of the most pleasant features of our last meeting was the agreeable surprise given us by Bro. Marks, who, just before we adjourned, announced that the table was spread in the dining room. We repaired thereto and hugely enjoyed the delicious cream and cake. This was very thoughtful in Bro. Marks, and the boys one and all are very grateful to him for the provision he made for their enjoyment.

Remember our next meeting is on August 16th, at Clifton Forge. "SM."

Peninsula Division:—

As I have heard nothing from the Old Peninsula for some time, I will endeavor to give the boys a few points.

I wonder what has become of the brother who signed himself "Cert. 311" in the June issue? Don't let the first be the last. Give us another article from your pen. I know all the O. R. T. boys enjoyed the article, and I hope the members of the craft are following the instruction given them, for we have plenty of good material on this division to work on, and let us gather in the grain and cast out the chaff.

I have heard that the operator that we all have worked so hard to show that the O. R. T. is for his interest has said he would not want to enter Heaven with some of our brothers. Now I will request all of our brothers to study carefully the twelfth chapter of Romans, especially the fourteenth and twentieth verses, and I will also request this operator to take particular notice of the third, fifth and sixteenth verses of the same chapter, as it is a well-known fact that he is endeavoring to follow the teachings of Christ, if this does not prove too much for his conscience. We have nothing to say.

I am glad to note that two of our old brothers—A. A. Ziger and G. W. McAllister—who decided three years ago to become M. D.s, have graduated with highest honors, and passed the state board, and are now ready to try their hands in relieving the suffering.

The officials of the C. & O. have been very kind to these men, allowing them a regular position during the Summer months.

Bro. H. R. Hart, night man at Lu Hall, was compelled to bid his fair girl "au revoir" on the fifteenth day of June, as Mr. Sizer resumed duty at that place for a short time. Bro. Hart can console himself on the fact that it is only for a few months.

We learn that Bro. Sizer is on the sick list.

Extra Operator Meanly is doing owl duty at Lu Hall for a few nights.

How is "MY?" I heard you were so attractive

that two young ladies kept you company until ten o'clock the other night.

Frank Hanchers, day operator at Old Point Junction, is taking a thirty days' vacation in the West. J. H. Sims, regular night man, is on day duty. Extra Operator Clarke is working the night shift.

Agent and Operator Hiden, at Walkers, is now working the agency at Hampton, while Bro. Warthem is taking his Summer vacation. Extra Operator Spicer is working the shift at Walkers.

Mr. I. G. Meredith, agent and operator at Elko, we are sorry to learn, is on the sick list.

Extra Operator Miss Blanch Parrott, is at Elko, days. "BK," I learn Elko has become very popular since Miss "NX" has adorned the office with her presence. It is hard to say which operator has the hardest time doubling the operator at "AN" or "UM." How is it, "BK?" Who has the right of track?

We learn that Bro. J. G. Thomas, agent and operator at Lu Hall, contemplates taking a vacation of thirty days during the month of August. During his absence he will take in the Hot Springs, White Sulphur and other resorts in the mountains of Virginia. Of course the pride of his home, his wife and O. R. T. girl, will participate in the pleasures of this trip. Miss Parrott is scheduled to work as "JM" during his absence.

"Polly," I thought you were going to spend your Summer in North Carolina. How about it?

Bro. K. W. Baker, day operator at Fort Lu, spent last Sunday with his sister, Mrs. Clark, of Newport News. "CU," how do you like our thriving town?

Now one word in praise of the Illinois man, Bro. E. R. MacKinzie, and I will close. How many of our brothers read his article with interest, and how many of us will indorse the same and follow its teachings? We should not be each other's enemies, but should live in harmony one with another, and do all we can to promote the good of our fellow man and our Order, and by so doing promote our own interest.

Yours in S. O. and D.,
"PHILOMEL."

Cincinnati Division:—

On receiving my Journal the first thing I do is to look for C. & O. items, and I am glad to note that the Cincinnati Division is being represented here lately, and hope to have it so each month in the future; but as this is my first, I will not attempt to write much—in fact, I am not capable—but there are many who are, and so let us hear from you. Why not have a letter from each division every month? There are a good many of us who have worked on other divisions of the line, and we like to hear from the boys occasionally.

Bro. Bennett, agent at Gray's Branch, visited his home folks in West Virginia last month, while Operator Willis smiled on the young lady passengers, and Extra Operator Stairs did the owl act.

"Red" Ruark has resumed work at Concord, nights, and his melodious voice can now be heard at all hours of the night. Was it "30," days, Red?

Hennessey says, drop him a line at Augusta if you hear of any Sunday School celebrations, and then be on hand so you can hear him address it.

Operator Ferree, days, at Garrison, was sick a

while last month, but has resumed work again. Night Operator Burling relieved him, while Extra Operator Stairs worked nights.

Boys, when you happen around Maysville, get "Pete" Molloy to tell you some funny stories. He's pretty smooth, and it will do you good to have a little laugh once in a while.

Operator Smith soon tired of selling tickets and checking baggage at Wellsburg, and can now be found at K. C. Junction, nights. He says the latch string will always be found on the outside at 78 West Tenth street, Covington.

Bro. Byrne objects to the title conferred upon him by "Marks" in the *JULY TELEGRAPHER*, on the ground that he is not entitled to it, and says there must be some mistake, as it should have been given to Bro. Humphreys, but he authorizes me to say to "Marks" to come to Wellsburg and he will put him "next" — show him the sights and give him a taste of high life.

Bro. Glenn, at Foster, nights, is made of the right kind of material, and is always agitating a little. That is right. We need a great deal more of it. If we were all as loyal as Bro. "G" we would make a much better showing. Stop a moment and think what might be. Compare our position with those of the train service. Take, for instance, the engineers on the fast trains, who for four hours' work receive five dollars and thirty-five cents, while we, who work twelve hours, receive only from forty to fifty dollars per month, and is not our work just as essential as theirs? It is enough to make one ashamed of himself to think of it.

But why is this the case? Simply because the operators haven't the nerve and the get-up about them and do not guard their interests as closely as the engineers. There is something wrong somewhere, and there is only one way to remedy it, and that is to organize and stay together after we are once organized, so let us get together and try to convince a few of the "nons" that it is to their interest to join us and contribute their mite to the support of one of the noblest Orders in existence. Our membership is not as encouraging as it should be, but we have quite a number who are loyal to the cause, and by whose united efforts we hope to bring the majority of those on the outside into line.

In S. O. and D.,

CERT. 100.

N. Y., N. H. & H. R. R.

Stonington Division:—

Numerous changes have taken place on this division since we were last heard from.

Mr. J. V. A. Trumbull formerly superintendent of the Valley Division is now superintendent of this division, vice Mr. J. B. Gardner, resigned.

Mr. E. C. Bennett formerly assistant superintendent of the Worcester Division has been promoted to superintendent of same division, vice Mr. F. G. Spencer, resigned.

Mr. C. S. Spalding, who for several years past has been chief over the Worcester and Stonington Division is now chief over the Worcester Division, only, and has charge of the operators in the dispatcher's office where there are two other chiefs, Mr. Jackson and Mr. Miller, eight trick dispatchers and seven message operators. The consolidating

of the Central Division dispatcher's office with that of the Worcester and Stonington, and the abolishing of old "F" office in the depot, necessitated the addition of five more operators to that office, including Bro. F. H. Orr from Longdale Tower, Bro. J. R. Maxwell from Niantic Tower, Bros. Krouse, Sager and Bossner from the spare list, together with Operators Packer and Teneycke, who were already there.

The promotion of Mr. M. D. Miller from third trick to chief dispatcher over this division is a well merited one, his fair treatment and gentlemanly conduct towards the operators during his hours of service have won for him their highest esteem; we wish him success in his career as chief.

Another merited promotion is that of Mr. J. D. Hobbs, from messenger operator to third trick dispatcher on this division. He too, believes that all operators are human like himself, and not machines as some dispatchers evidently believe them to be.

Congratulations are in order for the promotion of Bro. R. T. Downs from agent at Conimicut to agent at Wickford Junction, vice Mr. W. C. Lamphear, resigned.

Bro. W. B. Wallace was promoted from assistant agent at Warwick to agent at Conimicut.

Bro. A. L. Hudson from Apponaug Tower to assistant at Warwick.

Bro. Hayes from spare list to regular night trick at Apponaug Tower.

Bro. C. W. White from night to day trick at Wood River Junction Tower, vice Bro. H. Maxfield, resigned.

Bro. Silvey was transferred from spare to regular night trick at Wood River Junction.

Bro. Riley from spare to regular night trick at Niantic.

Bro. Chapman was promoted from night towerman at Kingston to agent at Groton, Conn., vice Mr. Brockington, resigned. Vacancy at Kingston filled by Bro. Griffith from spare list.

Bro. Seavey now at Wickford Junction, days, and Bro. Young, nights.

Bro. Frank Steffy is relieving Bro. Thayer at Davisville Tower, who is visiting relatives in Maine.

Bro. Davis, operator at Stonington Landing, is off for a few days' recreation, relieved by Bro. Workman.

Bro. J. Steffy has returned from a two weeks' vacation spent with his parents in Pennsylvania.

Among those who have recently concluded to take unto themselves partners are: Bro. Day at Davisville; Bro. Waples at Westerly; Bro. Hayes at Apponaug, and Bro. Lippincott at Slocums. Brothers, accept our hearty congratulations and best wishes for your happiness. "Be good and you will be happy."

The sympathy of all is extended to Bro. Day, towerman at Davisville, for the loss by fire of a valuable horse and carriage, the night of July 11th.

Bro. John Wood, first trick towerman at Auburn, proved himself possessed with both courage and detective ability a few days ago by capturing a bicycle thief; the wheel was stolen from Agent Crane at Elmwood, who notified Bro. Wood by wire of his loss. Like all good detectives, Bro. Wood armed himself with a six shooter, determined to

capture the thief, should he happen to come his his way, the feeling that came over Bro. Wood a half hour later will never be known only by those who have had a like experience, when down the track came Mr. "Hobo" with his plunder; when about opposite the tower Bro. Wood commanded a halt and after an examination found the wheel to be the one that was missing. Mr. Hobo made a protest, but Bro. Wood would not be bluffed out of his chance for adding to his already good reputation, so took the wheel and turned his captive over to the police.

Bro. Geo. E. Joslin, of Auburn Tower, at this writing is confined to his home by illness. He is being relieved by Bro. W. H. Matteson.

Yours in S. O. and D.,

CERT. 138.

Wilkes Barre Div. No. 203.

We wish to say to the members who live at a distance that we are not dead or sleeping, but are exceedingly lively getting in new members and looking after new material for membership.

The convention at Peoria was the first one since the organization of this division that we were in a position financially to bear the expense of a delegate. Bro. Nelligan was selected as delegate and filled the bill acceptably.

A very interesting meeting was held June 28th. Bro. Nelligan gave a report of the convention proceedings, and some other very important business was transacted which we cannot publish much as we would like to do so, and we cannot let it go outside the division room.

Our meeting July 24th was well attended, seventeen members being present. Three applications for membership were read, and the necessary action taken on same, and considerable business of importance was transacted.

We have initiated eleven new members so far this year. The Secretary will have five or six applications handed in in a few days; we pay two dollars commission on every new member secured. As there is lots of good material in this territory, the members can do well by securing new members, and we are well pleased at our increase numerically and financially, and hope the members will do all in their power to push the good work along.

Div. Cor.

Wheeling and Lake Erie Railway.

I will content myself this evening in mentioning important events, only, situations of brothers, "nons," etc.

Wheeling and Lake Erie System Division No. 55 is in excellent shape, and did some good work at the last meeting.

At our next meeting we hope to record two or three new members; want to keep Bro. Carr on the jump.

Bro. B. L. Hendershot is relieving the regular man at Jefferson Iron Works; we are glad to hear "BX" back with us again.

It reads, Bro. Geo. Winters, Mingo Junction, now; let the good work go on. I understand Bro. George is a hard worker,

Bro. W. S. Toomey, of Dillonvale, is now at Jewett, doing the relief act; glad to see Willie at this point.

Bro. Cook, of Mount Pleasant, took a flying trip to Toledo. This accounts for his absence at the last meeting.

We next make a stop at Long Run, where we are met by our Bro. Charles Parlett. We don't have to linger long at this point to find out what Charlie is doing for the good of the Organization.

Adena is the next. Here can be found at any old time Bro. G. M. Bricker, on the day shift, and Bro. Will Carr, on the night shift. All brothers know their records, so there is nothing left for me to say.

Married—June 9, 1899, Bro. William Kerr, of Unionvale; let all the brothers join in and congratulate Bro. William. He is a hard working brother, and we are confident he will always have the "Up-to-date Credentials" in his vest pocket.

Bro. Glen LeMasters can be found every evening at Jewett, from 6:30 p. m. until 6:30 a. m. Bro. Glen generally wants to see "Your Standing." We failed to see him at the last meeting.

Next we stop in to see Bro. Vail, at Scio. There is no reason why Bro. "KN" should not run smooth, as he has oil to do the necessary with.

Now we are O. S.-d at Bowerston by Bro. Davy Gibson. Keep your hat on, Davy, "There'll come a time some day."

Here is Bro. J. P. Clay, at Sherrodsdale, another hard worker. All brothers will receive a hearty shake from "MO." He is very inquisitive as to your standing. This is no bad fault.

Somerdale is the next stop. Here is a fine pair to draw to: Bro. McQuarrie on the day trick, and Bro. Pullam on the night shift, making this point solid. Too much cannot be said of these two brothers.

Next we cross the C. & M., at Valley Junction. Here we are met by our Bro. J. H. Homan. Jim is an old-time rox at the "Biz;" don't dictate to him.

Bro. Rehklau will be found on the day shift at Columbia, with Bro. Wood doing the "owl" act, extra, on account of regular "owl," Bro. Crossing, being off on the sick list.

Mr. Purchess, days, at Massillon Depot. We hope to see "P" at the front in the near future.

Now we slide down the hill to Dalton. Here we find the "Old Reliable," Bro. W. F. Starn working the daylight shift, and Bro. "Pete," C. E. Slusser, doing the "owl" duty.

Then we take a run through Burton City, passing Mr. J. W. Spindler, who, we are glad to note, will be "one of the boys" before long.

Dropping a little sand, we make the grade into Orrville, finding Mr. J. Ferenbaugh at the old stand. We have not had a personal chat with Josh as yet.

After taking water at Orrville we jolly along down to Smithville, where we find Mr. Rush. R. Webner, "a promised boy," in full charge, but he does not seem to be in a "Rush."

Next we cross the Erie, at Creston. Look out, boys, I understand she is "solid."

Dropping into Lodi, we find Bro. Cline on days. Too much cannot be said of Bro. Cline, as we all know his past record, and it's O. K. At the same point we find Bro. J. D. Dennis doing the "owl" act, who is also a worthy brother.

Dropping into Spencer on time, we find Bro. C. E. Burton and Bro. Luce with "up-to-date cards." There's nothing loose there, boys.

Whistling for the gate at Wellington, we are hurried across the Big Four tracks ahead of "the Knickerbocker Special," by Bro. Elliott, days, and Bro. Danals on the "owl." For some reason there is a student at this point, "days," which cannot be understood by a great many brothers.

Passing through Brighton we salute our Bro. C. O. Brown, who runs the business at this point with credit to himself, as well as to the company.

Around the quarry we go into Clarksfield, where we find our Bro. F. Dittus manipulating the block. Fred is a hard working brother.

Next we come to Hartland, where we are met by Bro. Richards, days, and Bro. Eddie Thoma after 6:30 p. m. Eddie makes a good "owl."

Going down the hill we break in two, coming into Huron Junction in fairly good shape, finding Mr. Dawson on the day shift, and Bro. H. W. Jefferson on the "owl" shift. Jeff, can't you fix the broken link?

Now we take a run for Norwalk Yard, passing the Norwalk Depot, which is in charge of Miss Mae Agnes Thoma. Come along, "JO," let's call you sister.

We get into the yard all right without doubling, and find Bro. Addleman there to greet us between 6:30 a. m. and 6:30 p. m., and then we come in contact with Bro. Gerthoffer, who is a good hard worker.

The next station at which we stop is Monroeville. Bro. Maloney in charge. Boys, "O" has taken unto himself a wife. Let's all join in and congratulate him, all wish him happiness, luck, etc.; we all know he will keep an "up-to-date card" in his charge.

Bellevue is the next stop. Here we have Mr. Smith, days, "who has fallen by the wayside," and we hope that Bro. Early, the "owl," will soon "revive him again." Come along, Smitty, and be one of the boys.

The next move we make is to cross the "Sheep Skin" at Clyde. Here we have Bro. Taylor, days, and Mr. Clark on nights. Give us the target, boys.

Now we drop into Fremont. Here we meet Mr. J. D. Angus, another "used to be." We are glad to note that Red has not "gone beyond recall." "Once more, Red."

Now comes Kingsway, where we receive "only a smile" from Mr. Kessler. "PQ, how about you?"

We now come into Oak Harbor easy, passing over the Portage River, where you will meet our amiable Bros. Walters, Haines and Jenkins. "Three of a kind, and hard to beat."

Next is Limestone, with Bro. C. W. Ream in full charge, who will extend all brothers a very warm welcome. "Nons need not apply."

Now, here we are at Trowbridge, where you are met with a pleasant smile and a hearty shake from our Bro. O. J. Turner. What have you for the East, O. J.?

Williston is the next place we stop for water. Here we find Bro. J. T. McCourt, who is the whole thing. By hard drilling he manages to do his office work and keeps the tank well filled.

Here is Curtice, filled by Bro. F. H. Howe, who is

known all over to be a good hard working brother. He always makes it a point to have visiting brothers show their "up-to-date card."

The next man we salute is Mr. A. A. Taylor, of Booth. We are glad to hear that Mr. Taylor will be called a brother after this pay-day.

Now we will go rolling into Ironville, where you will be met by our Bro. "Ikile," I. A. Aldrich, who is doing the chiseling, days, and Bro. Ressler on the "owl" shift; this is a good pair to draw to.

Now we take the boat "Passtime" from Ironville to Toledo, where we see Mr. W. E. Whisler, whom we expected to meet at the front some time ago.

Stop the street car until we load for the Spitzer Building. Here we see another who is "fallen by the wayside," Mr. Ford Hunt.

In conclusion I will say that we have the best set of dispatchers, including the chief dispatcher, in this part of the country.

Mr. D. H. Lavenberg is at the head as chief, Mr. B. B. Baughman as first trick, on the first and third districts; he has a reward to offer, and all brothers interested can find out the particulars by calling him on the train wire and asking him for this information.

As second trick on these same districts will be found Mr. E. E. Gourley, a jolly good fellow, full of jokes, etc., and is not one bit slack in telling the boys on Sunday evening that they may vacate until twelve o'clock.

The third man on these same districts is Mr. J. D. Wetmore. Johnnie is a good boy and keeps them rolling, and the boys out on the line are not one bit slack in reporting their coming so he can fix them out without any delay.

Mr. H. C. Warren will be found as first man on the second and fourth districts. Herb. is a good man, and when convenient will tell us to go and take a little exercise for an hour or so. How do you stand it these cool days, Herb.?

Second man on these same districts is L. C. Conold, who will let us out an hour or so every chance he can find. We are glad to see Len's name published in the Train Dispatchers Bulletin, with nine other applicants.

Third man on these same districts is O. A. Angus, who is one of the boys to remember the Sabbath day, legal holidays, etc.

Take it all in all, there are none better than you find right at "DS."

Brothers, are you looking after the "nons" in your vicinity? Sometimes one kind word will go a great ways. Keep up your end in the local work, attending each and every meeting possible. We make no unreasonable demands.

Bro. Davis has done good work on this system, and we alone are to blame if we suffer a return of the past. Compare our offices now with one year ago, and see if they are not run with less trouble and in better shape. It is a good thing, and we have an excellent start, why not push it along?

Members desiring application blanks, etc., for new members, will be furnished same by applying to the Secretary, Bro. William Carr, Adena, Ohio. He informs me that he has plenty of time to attend to this kind of work, and the faster they come, the better he is suited. Try to snow him under, brothers. Let each brother work diligently.

I am sorry to note that a couple of our operators having been promoted to dispatchers, have dropped out, and we only hope they will see their mistake in the near future and line up.

The Enginemen, Firemen, Conductors and Trainmen are well organized on our system, and why should we not be in line?

CERT. No. 2847.

Harrisburg, Pa., Div. No. 3.

Did you notice it? You didn't! Well, some of you did. Don't you know at what I am drifting? Oh my. Well, just glance at the calendar and note the fact that it is over a month since the semi-annual payment became due. Then look in your pocket and see if you hold an up-to-date card. If not, make haste to get one. Don't delay a minute, as delays prove costly sometimes. If you have one, do not be afraid to show it. Our members have toed the mark pretty well this term, and dues are coming in right well; but there are still a few stragglers. Those who have not paid up their dues should make every effort to do so.

If you realize the importance of being in good standing at the present time, you won't hesitate at all. Do not get discouraged if you don't hear from this end of the road every day, but try to get to the meetings and become acquainted with the boys, and the business that we are handling at present. We have plenty of it, and are not asleep by any means.

We have added several new names to our roll lately, and the prospects for getting quite a number of others in the near future look exceedingly bright.

Do not forget the inducement offered in the circular letter sent you recently. Take advantage of it, and watch the results. We are bound to succeed, but it takes hard and persistent work to bring about the attainments which we are aspiring for just now.

Statistics recently taken show that of the several divisions on the system we are not the last link in the chain by any means, when it comes to a percentage of membership. Few realize the ground we have gained during the past year, but we must hold every inch of it and go for more.

The O. R. T. button is worn today by those whom a year ago we thought it next to impossible to get, but we succeeded at last. Every acquisition stirs new hopes in our breasts, and urges us on to harder work.

The union meeting held at Tyrone recently proved a success in every way. We owe a debt of gratitude to the brothers in and around that vicinity, for the able and efficient manner in which they performed their duties, some of them having had no experience in that kind of work prior to the meeting.

We have changed our meeting time and place, and after the first of August will meet every month in the Ensinger Building, corner Third and Cumberland streets, Harrisburg, Pa., on the first Tuesday evening, at eight p. m., and the third Sunday afternoon, at two o'clock sharp. Our new hall is much superior to the old one, viz.—new furniture and carpets, and lighted by electricity—and all other conveniences necessary for the comforts of a lodge

room. This should enable a good many to attend meetings who were unable to do so heretofore, and we hope they will avail themselves of the opportunity. Poor attendance at meetings is one of the worst of the many discouragements which we have to contend with.

Now, brothers, get to work and hustle. Do not allow yourselves to be relegated to the rear, but try to make the last days of the nineteenth century days of prosperity and advancement for the telegraphers.

NOTES.

Gossip has it that one of our prominent officials at Harrisburg is about to resign. Think all you want, but say nothing.

Bro. Fultz has returned from his ten days' vacation, looking well and hearty from roaming through the wilds of Huntingdon County. Welcome back, "Shorty."

It is rumored that one of our most prominent workers on this division is contemplating launching into the sea of matrimonial bliss. Ah, there! Ask me no questions and I'll tell you no lies.

SHANK'S MARE.

Southern Railway.

Columbia Division:—

Business is somewhat brisk on account of the annual movements of melons and vegetables to Northern points. Extra engineers and conductors making full time.

A new office has been opened at Monetta for a few months, Mr. Grover having charge.

Mr. Craps has charge of the new agency opened at Perry. Now, "CR," we want your application. You can't stay out of such a noble Order.

Bro. B. M. Smith is working days at Chester, Bro. Carter being off on a pleasure trip. Bro. Smith was relieved by Mr. Callum at Coyce, nights.

Bro. L. C. Schumput, of Vancluse, has been off some time on sick list; relieved by Extra Man Samuels. We understand "SC" will return on the 1st of August if no bad luck occurs.

Bro. R. B. Roper has been promoted from agent at White Oak to night operator and ticket agent at Rock Hill; relieved by Mr. Macon.

Bro. Watson, regular night man at Rock Hill, was discharged some days since. Bro. Watson let the U. S. mail get away one night. We need some O. R. T. discretion in this case, but yet the "nons" still linger. Your time may be next.

Mr. Fenell was discharged from Chester, nights, some days since, for unmanly conduct and being intoxicated while on duty.

Bro. Wenck has been absent from duty seven days on account of being sick, but am glad to learn he is again on duty.

Mr. Ligor, of Ft. Mill, was called to the bedside of his mother in Columbia, who was critically ill, but has improved, and a speedy recovery is hoped for. Bro. L. C. Schumput did the relief act for a few days.

Mr. Bigby, agent at Aikers, was off a few days; relieved by Extra Operator Shealy.

Mr. Haltiwanger, agent at Edgefield, is off on a vacation; relieved by Bro. Gall, of Leesville, Bro. Gall being relieved by a Mr. Craps, a new man.

The students at Blockstock and Peaks are progressing nicely. Some say it will be advisable for the professors to learn again. A student is reported at Jonesville, but this student has been there, to my knowledge, three years, but has never mastered the art enough to sign O. K., "JN."

Mr. F. P. Yates, agent at Pacolet, is off on a two weeks' vacation; relieved by his brother, Bro. C. C. Yates.

Bro. Glenn, of Chappell's, was off one day on business; relieved by Bro. Schumpert.

Bro. J. F. Browne, of Prosperity, is off on a vacation; relieved by his brother, Mr. J. Browne.

Now, to the brother operators. We have a lot of "nons" on this Division. Why can't we all secure one member apiece and there would only be five left, and these five are beyond redemption and would be worthless to us, so now let us all try and see if we can lessen the number of "nons."

Yours in S. O. and D.,

CERT. 129.

NOTES.

Bro. Alderson is now on days at Greenville, vice Bro. Morris, who resigned to take the position as bookkeeper with the Western Union Telegraph Company in Knoxville. We are glad to see that, "M." Keep climbing, and take the O. R. T. with you.

Mr. Jones takes Bro. Alderson's place as night man at Mossey Creek.

Mr. Remine, operator and agent at Limestone, has resigned. Mr. Poff, extra agent, takes his place.

There will be a change made at Carnegie. The ex-agent goes to Johnson City as clerk in agent's office, and a new man takes charge at Carnegie.

I am glad to see that the boys on this Division are coming so fast. They are beginning to get their eyes open. Come on, boys, it is with you whether you succeed. Let us all join in with the O. R. T. and our efforts shall be successfully crowned. We need not expect help until we try to help ourselves. So promise yourself to take hold and let us do our very best. We have several subjects to work on yet, and new ones coming in. See what you can do with our new man at "MC." Purify him.

G. L.

Union Pacific Railway.

Third and Fourth Districts:—

R. R. Root, Secretary and Treasurer of U. P. 6, has returned to Pine Bluffs as agent from Wood River. G. W. Weinhart going to Paxton as agent by reason of Kelly going to Oconto on the Branch.

Hillsdale has been re-opened, Operator Robbins formerly of the Wyoming Division is "owl." Bro. Roberts says "Making midnight rushes to stop the call bell is fierce doings."

Bro. J. B. Whitely, is acting as agent at Hershey on account of Bro. Charles Spears having gone to California on a vacation. R. D. Ives relieved Bro. Whitely, nights at Ogallala.

R. B. Robbins works Lodgepole, nights, while Bro. French is on a vacation.

Operator Jas. A. McConnell, nights, Ogallala, viz., Operator Ives, resigned.

Gilman, manager of "NO" office North Platte, was on the sick list, relieved by Operator Hood, days, Hulse, nights.

Agent Smith at Kimball, is on a vacation, Operator G. W. Wiggington is acting as agent, Operator Hulse is overloading the truck at night.

Operator E. T. Roe relieved Operator Hulse at Lodgepole. "HU" is going to Kimball, nights.

Operator French returned to work at Lodgepole from a vacation and Agent Coates lays off; French is acting as agent, Operator Roe, nights.

Operator Clyde Smith is working at "NO" office nights, being transferred from Julesburg. Operator Abbott relieved Smith. "MS" thinks 100 saratogas per night to transfer are O. K.

Operator French has resumed duty at Lodgepole on account of Bro. Coates resuming duty as agent. Operator Roe falls back to the "shy list."

Bro. R. G. Dailey, "Paxton's owl" was married in North Platte to a Miss Creek, "RY" answers his call more promptly now.

Bro. Vic Anderson, extra dispatcher at North Platt, stole a march on the boys and went to Cheyenne, where he was married to a young lady from Julesburg, Colo. We understand Vic was serenaded in the usual style with the "tail end of the brass band." Dispatcher Roth playing first dish pan and Rose Milner, drum major.

Operator Burch from Chappell, working nights at Sidney, while Operator Rydberg is helping Agent E. R. Briesch.

We understand Agent Osborne and Miss Agnes Haschield were married and reside at Amherst; particulars next time.

Harvey Stewart, Pine Bluff's "owl" has quit "Kelley's Hotel De Rank." What is the matter "ST" SOMBER.

Canadian Pacific Railway.

Toronto, Grey and Bruce Section:—

Bro. Bob Wilton has resumed his day duties at Orangeville, after a month's vacation spent at Peoria, Ill., and other American and Canadian points. Bob looks very much improved after his sojourn under the stars and stripes. Opr. Sewall, who was relieving Bob, has again taken the night whirl.

Opr. Carnegie, who has recently been doing night duty at Orangeville, has been transferred to Owen Sound for a short time.

Bro. Fremlin, the Owen Sound day man, took suddenly ill while at work and was compelled to lay off for a couple of weeks. We are pleased to see that he has entirely recovered from his indisposition.

Opr. F. S. Sanderson, of Owen Sound, who so far has failed to cast in his lot with the O. R. T., was recently suspended for two months, along with Conductor Harrison and Engineer Davidson, over the former's failure to deliver a train order.

Bro. W. H. Sanderson is holding down Toronto Junction, temporarily. Billy says he is kept hustling.

"Santiago" Smith reports a great increase in business at Melville Junction. We wonder if Billy still makes his frequent visits to Orangeville.

Baggage man Tom Lakings, of Dundalk, has been transferred to the Owen Sound freight sheds, and

Opr. Pickett, of Berkeley, has taken his place. Tom is about the only one left of the old guard who has been on the road since the days of the old narrow gauge.

Bro. Jos. Symington, agent at Dundalk, took his holidays this month and attended the annual meeting of the Masonic Grand Lodge at Ottawa. Bro. Ray worked the ticker during his absence.

Bro. Charles Andrews and wife, of Wroxeter, left on Tuesday, July 18th, for an eastern trip. Charlie, as was pointed out in the June issue, has quite a menagerie at home and we are just wondering whom he left in charge of his pets. Opr. Walker is relieving him.

Bro. Walter Crooker, who has been agent at Cataraugus, has been "let out," owing to a run-off at his station. We understand he has secured a position at Chicago, and we trust he has struck it rich. At this writing a new agent has not yet been appointed.

Agent T. H. Robinson, of Berkeley, has also dissolved his ties with the C. P. R., and Bro. Cuthbert, of Brampton, has been appointed to fill the position. Mr. R. was very obliging to those who did business at the station, and his good nature cost him his situation.

Agent Richey, of Orangeville, and Auditor Barrett spent a few days fishing at Dundalk recently. Unlike the usual run of fishermen, these gentlemen returned home with neither big fish nor big fish stories.

Bro. Williams, of Shelburne, is away on his holidays; Bro. Caesar relieving him.

Opr. Fawcett, of Harriston, has been transferred to Brampton, while Opr. Chas. Arnett has taken his place at Harriston.

Opr. Abner Brawley, of Cooksville, spent a couple of days at his home in Orangeville.

The C. P. R. is making surveys between Owen Sound and Orangeville with a view of straightening the curves and reducing the heavy grades. They are also laying some heavy steel on grades below and above Orangeville.

Bro. Crisp is again at his post at Fardwich, after a deserved two weeks' vacation. Opr. Ray relieved him while away.

Opr. Clark is at present holding down Owen Sound at night.

It is rumored that Bro. Carter, chief of "C" at Toronto office, has an attraction in the vicinity of Norval. Hope you land the \$50,000 all right, "CR."

"Farmer" McAndrews, late of "C" office, Toronto, after a week's sojourn in the wilds of Detroit, has packed his grip and left for the green pastures of Norval, city life having no further attractions. We wish "MC" good luck in his studies of medicines, which profession he has chosen.

Mr. G. T. Rooke, second trick dispatcher, has been rusticated in the suburbs of Whitby during the last few weeks; Bro. Wansbrough relieving him at "V."

Bro. C. A. Jelly, third trick dispatcher, Toronto, leaves in August for an outing of a few weeks. Clint, positively states no matrimonial intentions are contemplated, all reports to the contrary notwithstanding.

Bro. Tom Skarrett, of Rat Portage, paid the dispatcher's office, Toronto, a flying visit on July 23d.

Bro. J. A. Ashdown, late of Toronto Junction, has been given employment by Supt. Price as night operator in the dispatcher's office at Toronto. Every one seems pleased to see "JA" once more in harness. The "Mill" is receiving steady attention from Jim, and in a month or so this office will be manned by all mill men.

Bro. A. L. Smith, chief dispatcher, London, while off on a tour of the upper lakes, gave the boys along his old stamping ground the glad hand.

Bro. Ken. Savage, while working second hours at London, is still at his old tricks, hitting the Boston baked bean-pot and sending "suspect" messages to the boys at Farnham.

Bro. Tom Dowling, late of the Credit Valley and Bruce, reports that he is located at Brownsville, on the M. C. R., doing the owl act. His only regret is that he can't see Katie so often.

The editor is very much indebted to the C. P. R. agent, Brawley, of Orangeville Junction for half-a-dozen excellent trout which he presented us with on Tuesday. Mr. B. has just returned from a fishing excursion around Dundalk and he proved himself to be a fisherman of the lucky variety, judging from the speckled beauties he gave to us.—*Orangeville Sun*.

Yours in S. O. and D.,

W. E. B.

O. & Q. Division:—

This being my first break, and that without permission from our local Secretary or Chairman, I hope to be pardoned should I be intruding upon another brother's rights; yet I cannot be expected to say much, as I would not care to call non-members brothers as did our Division Correspondent in the June number.

Non-members on this division are pocketing every cent they can get their paw upon, yet our Division Correspondent for June made very little reference to any others but non-members and called them all brothers, and in other numbers brothers were referred to as Mr. and J. T., or Jack, or Tom, or George, and non-members as brothers. Bro. Correspondent, this is certainly out of order, and I think our local Chairman should furnish you with a list of all employees who by their integrity as faithful servants and unselfishness are worthy of being called brother in our noble Order and work.

What we want is two weeks' faithful service from an organizer, to put our division in proper shape, and one correspondent in a position to call all employees in the telegraph service brothers.

S. R. in Q. first trick, is doing good work, yet we will all welcome J. H. L. on his return from his vacation, and hope that his health will be much improved.

C. W. L. and P. S. are also doing good work. A word to the wise is sufficient. Let no brother forget his June dues and procure an up-to-date card, It will pay you.

Yours in S. O. and D.,

CERT. 625.

Western Division:—

Not a word has appeared in our Journal from the Western Division lately. Surely some of the boys have got some news they could furnish the editor with, just to keep him in mind that we are living in the land of "much wheat." By the way, the

wheat crop this year will far exceed that of any previous years. The company is getting ready for it and several big engines have come to help haul it down to the lake front. These engines haul fifty loads dead easy; up or down hill cuts no ice with these monsters. The usual influx of "wandering operators" will soon be on. How they can make up their minds to come up here for two month's work at best, is unfathomable. When the rush is on the wane the wanderer's fate is sealed and he finds he is not a penny the richer, but perhaps he may be wiser. It very often happens they have not enough money left after the rents to take them 400 miles, and then it becomes necessary to go into the tie company for the winter, or a lucky one might strike a job on the section for the winter, a very desirous position. However, some of them manage to get away; these are chiefly "professional wanderers."

Of the extra operators taken on in the last four or five years I have failed to meet an O. R. T. man. This speaks well for the Order. It shows that an Order man as a rule is steady, sober, industrious and has no need of wandering about the country. He is well paid and satisfied.

Many of the boys have taken advantage of the splendid weather to take their vacations.

Tom Kerratt has returned looking ten years younger and with an Eastern bloom on his cheeks.

Billy Wren was on a business trip to Winnipeg in the interests of the Order. When Billy gets after a thing it generally goes through O. K. We are happy to see your name on the time card Billy.

George Gould, the ladies favorite, just passed through on the "Imperial Express" for the East. George is known as the "aristocratic looking telegrapher," a good fellow and has a host of friends.

Ab. Larger, the happy man from Murillo, was in to the Winnipeg Industrial Exhibition and visited on the lake of the woods.

Mr. Agar, from Kalmar, just returned from the East.

George Parlee, the inventor of the ball bearing order board, just got his passes for the East. He will be away two weeks. It is said he will make a good thing out of his patent. It is a credit to all telegraphers to have such men in the profession. But it must not be forgotten that the greatest men of the past century were at one time telegraphers; Edison, Van Horne, Carnegie and many others. This should make us proud of the profession.

Our sympathy pours out towards Bro. Clinton, of Carleton, in the loss of his oldest boy, "Harry," who died last week.

Bro. Russell, the big man from Rennie, just returned from a sad trip to the East, where he attended the burial of his mother. Our tender sympathies are with you, brother.

About Sunday work. It should be our aim to have it abolished, but this can only be done by voting for men who will pledge themselves to vote for the passage of a law to this effect. It is awfully abused on this division. Last Sunday there were more trains run in that one day than the whole of the week days.

The step taken at the last convention to abolish the Chief titles reflects admirably on the judgment of the executive. The Past Grand Chief and Great Grand Chiefs, etc., is stale and sounds

ancient; president is more rational and sounds more business-like, besides it won't leave us open to be fired for recognizing any other Chief Telegrapher outside of the fixtures of that name in the business. Not many years ago I came very near getting my papers for just the above reason. The manager of our telegraph system sat down at my table to talk with Winnipeg and he spotted "Chief Ramsey's" picture on the wall over his head. The words "Chief Telegrapher" were proudly flourishing under the former Chief's photo, when the manager asked "Who is that?" I said "Chief Ramsey." "What Chief?" uttered the manager like thunder. "The Chief Telegrapher," said I. "What have you got his picture there for?" said he "To look at," said I "Well," he said "you had better take that picture out of there if you don't want to get into trouble." I never murmured. The picture was still there when I left that shack. The agent who was apparently busy at his desk a little ways off will probably never forget that little scene, as he fairly shook with laughter while the colloquy was going on.

Yours in S. O. and D.,

CERT. 850.

A. T. & S. F. Ry.

Concluding Our Explanation of the New Rules:—

Article 12 is the result of a statement by the general superintendent that he was willing to relieve agents of the handling of U. S. mail wherever it worked any hardship upon them. There were not a few agents who, from lack of time to perform this duty themselves, were paying some person to do it for them. This rule cannot be fully explained in an article of this nature, but all brothers who believe they come under it should refer the matter to their chairman for a decision.

Article 13 gives our general committee the right to take any grievances we may have with the express people or with the Western Union, before the railway management. The cut made some years ago in express commissions will, if not restored before that date, be the subject of an inquiry at the next general committee meeting.

Article 14 includes all telegraphers except those on the extra list.

Articles 15 and 16 are self-explanatory.

Article 17 provides a means of making exchanges between men on different divisions, and also defines the time from which each man's seniority commences. The last clause of this article means that agents and operators who are furnished with a day telegrapher temporarily, do not lose their seniority by becoming straight agents.

Article 18 would be very satisfactory did each man know the hard work put in by the committee to secure it. The company was unwilling to admit that telegraphers were entitled to extra compensation for any work that they wished to assign them, and which could be performed within their regular hours. Your committee on the other hand contended that we hired as telegraphers and agents, and that any work we agreed to perform outside of our regular duties as such entitled us to extra compensation. The article, therefore, is an acknowledgment by the company that our position was the correct one, and this principle having been estab-

lished, the question of increasing the compensation for this work can well await future action.

Article 21 is self-explanatory, and if applied as the general officials wish it to be, will prove of great benefit to us.

Article 22 entitles all day men to one hour for dinner between 11:30 a. m. and 1:30 p. m. The understanding is that where a telegrapher cannot be excused and is paid overtime, he shall be permitted sufficient length of time to eat at such hour as may be convenient to the dispatcher. In other words, the fact that a man gets over-time for working the noon hour does not deprive him of the right to sufficient time to eat dinner. Telegraphers who are excused for dinner within the above hours, but are not allowed a full hour, are also entitled to over-time.

Article 23 needs no remarks.

Article 24 is to prevent the teaching of students. Quite a number of offices had been closed as telegraph offices, but continued as agencies. At a good many places the instruments were left in and the agent happened to be an operator. The result was too many "factories."

Articles 25, 26 and 27 are apparently quite plain; as are also Articles 29 and 30.

Article 28 was a voluntary offering on the part of President Ripley.

This completes the explanation of the rules, and I have only to say in conclusion that there is no railway in the United States between whom and the telegraphers there exists a better feeling than on the Santa Fe. Be sure that your grievances are right, and that your requests are just, and you can go before the officials of this line with an absolute certainty of obtaining justice.

Let every member put his shoulder to the wheel and shove; let him take a personal interest in the affairs of the Order on his division, and let every man vote for and support for their committee, men who have the good judgment to clearly recognize right from wrong, men who will not go before the management and ask for that which is unjust, but who, at the same time, have the strength to plant themselves firmly in the way of any injustice which is being perpetrated upon our members.

The thanks of the division are due to the many members who are assisting the system correspondents. Practically all the news in these letters is furnished by brothers on the different divisions. Let us all continue in this work and strive to make the A. T. & S. F. letter the best in the Journal.

Eastern Division:—

Woodlief has been reopened with Messrs. O'Brien and Baird in charge. The double track is finished from North Ottawa to Woodlief, and operators will soon have the pleasure of being switchmen also.

Bro. N. J. Overstreet is working nights at LeLoup. Glad to see you back again, "O."

Bro. Nicholson was transferred from LeLoup, nights to Holliday, relieving Bro. Carter.

Bro. A. L. Johnson, late of Wiggam, nights, was drowned July 7th while bathing in the Neosho river. His place is filled by Mr. W. B. Wrightman.

It is expected that all of the night offices now closed will be opened in the near future, as business is increasing.

There are just six "nons" on the "cut-off." It is a good idea to keep before these non-members the benefits of organization. Don't try to antagonize them, because it is a hard matter to force a man to do anything, and persons thus antagonized will do the Order a vast deal more harm than good. Let us go after them in the proper way and we can bring them in.

About 125 brownies have been doled out lately for non-observance of block rules. It is a pretty good plan to "play ball" and let the other fellow roar.

Members on the Eastern Division are not always getting their seniority rights. Individual members who are not properly treated in this respect should take the matter up vigorously and prevent that part of our schedule becoming a dead letter.

General Chairman Bro. W. T. Casey is happy over the return of his wife, who was absent some weeks visiting relatives.

Bro. Carr, of Endora, has resumed duty after a week's rest.

Bro. Porter of Topeka, has been working extra at Elizabeth.

We are glad to note that Bro. J. F. Wolfe, for the last few years operator at Scranton, has been promoted to the agency at that point.

Bro. Molling, at Zarah, makes his regular trips to Lawrence to visit his "friend."

Rio Grande Division:

Bro. VanWye is now at Rincon, nights, and Mr. Edwards at Socorro, days.

Bro. Rhodes has returned to duty at Socorro, nights.

We understand Bro. Trickey has been appointed relief agent.

Bro. Mason, at Isleta, nights, is experimenting in chicken raising. We hope to taste some of his production later.

Western Division:—

At Denver (city office we find Bro. R. N. Long.

At Eleventh Street, Bros. J. E. Day and W. H. Dick.

At South Denver, Bros. G. B. Norton and C. B. Puckett.

At Littleton, Bro. J. H. Hatcher, agent and operator.

At Sedalia, the old reliable Bro. H. Amos, alias "Stiff Arm," agent and operator.

At Castle Rock, Bro. S. M. Bleakney and Bro. Geo. H. Triplett.

At Larkspur we find Bro. E. B. Graham.

Farther up the hill at Greenland, we have Mr. W. T. Vary, whom we hope to call brother soon.

Thus far we have a solid line from Denver. Why not extend it to Pueblo?

The next is picturesque Palmer Lake, situated at the summit of the divide, with Bro. Herzog, agent and operator, and Mrs. Anna Wilkins, nights.

At Monument we find Mr. C. N. Reynolds, agent and operator.

At Colorado Springs, Mr. Wm. Dupes, manager, and Bro. W. S. Bardick (a jolly good brother he is, too), second clerk and operator, A. J. Kibby, nights.

At Fountain, Mr. and Mrs. Hensley, respectively agent and night operator.

Last, but not least, comes Pinon, where Bro. M.

B. Cone presides, and may be seen each evening cavorting around with his better half in their new English turnout drawn by a 2:40 steed.

Agent Herzog, at Palmer Lake, has been absent for a few days. Relief Agent Bro. Rice acting in his place.

New Mexico Division:

Bro. D. L. Kilgore, formerly days at Blackwell, and who resigned some weeks ago to go prospecting in the vicinity of Glorieta, has struck a rich vein of gold and copper ore assaying from \$40 to \$2,000 per ton. Bro. K. was last seen at Pecos postoffice, incidentally lifting his new card; but his chief business was hunting burros to pack out the ore.

Bro. C. M. Straussen, of Las Vegas, is on a thirty days' leave of absence. He left Las Vegas traveling alone, but stopped off in Colorado long enough to enable him to register "and wife" hereafter. Bro. and Mrs. Straussen have the best wishes of all. They will reach Las Vegas early in August and take up their permanent abode.

Albert Harris, having resigned the agency at Bernalillo, Bro. E. D. Griffith has been promoted to the position from Dorsey.

Bro. W. H. Gunn, lately from Texas and Tennessee is now holding down Thatcher, nights.

Bro. Milliken is relieving Bro. Walker, at Starkville, while the latter takes his vacation.

Bro. Ulfers is relieving Bro. Whitcomb for a few weeks at Las Vegas. Mr. A. E. Wells, from the T. & P., took Bro. Ulfers' place at Dillon.

Dorsey, nights; Colmor, nights, and Tipton, day and night, are closed for the dull season.

Oklahoma Division:—

Bro. B. F. Mason, Valley Center, is enjoying a vacation, being relieved by Bro. W. F. Luke.

Bro. W. H. Eastman, of "AC" office, Arkansas City, is spending his vacation with relatives in Whiting Kan. He expects to visit Chicago before returning.

Bro. J. A. Newman, our good natured Secretary and Treasurer, is attending the Railway Employees' meeting at Cedar Rapids, Iowa. John is a pusher, and when he sees anything beneficial to railway men in sight is one of the first to put his shoulder to the wheel and help the good work along. As Secretary and Treasurer of Division No. 23, "JN" is the right man in the right place.

The Santa Fe employees' picnic, held at Winfield, July 22d, was a rousing good one. In addition to all regular trains having "full tonnage" of picnics, two specials of twelve cars each were run from Newton. The attendance was estimated at over fifteen hundred, and everyone reports having an excellent time.

Effective August 1st the big Oklahoma Division will be divided, the same as a few years ago. Mr. D. D. Bailey is promoted to superintendent of the Pan Handle Division at Wellington, Kan. This will relieve Superintendent Dolan considerably.

Bro. Moore and Harlan, of Purcell, are enjoying a short vacation.

Bro. J. T. Armor has returned to duty at Edmond after an absence of several months. Glad to see you with us again, Jim.

Relief Agent Elliott is holding down Bliss for the present. How do you like it, "CG?"

Wonder what Bro. Ingham goes to the river so often for?

For a record of all ball games go to Bro. Bolander at Guthrie, or Bro. Collins at Mulhall. All the records are up-to-date.

Business seems to be picking up considerably, and the wheat rush will soon be on. The boys are now getting used to the block system, and a majority of them seem to like it.

The Oklahoma Division is almost solid, and we would like to see every member go after the few "nons." Concentration and determination accomplish seemingly impossibilities.

Bro. Faltz, night man at Augusta, has just recovered from an attack of pneumonia, having been off several nights.

Southern Kansas Division:—

The new schedule, and its liberal and honest application by our Division officials, has made everybody happy, with but one or two exceptions, which were necessary to prove the rule.

Assistant Local Chairman W. M. Russell, agent at Brazilton, has just returned from a month's vacation, and having had a pleasant time, the rusty boys may watch out for fire.

Hall's Summit and Sharpe, combination stations, have been discontinued as telegraph offices, and Bro. W. L. Brewer has been transferred.

Assistant Local Chairman C. G. Johnson, of Cedarvale, is packing his grip for a vacation. We expect to hear from and see him before he returns to duty.

Bro. J. W. Painter, of Chanute, has been visiting his "best" at Burlington. He did not say so, but we know he had a good time.

Bro. C. P. Peterson, agent at Welda, is visiting in Colorado. This will be a much needed rest for the old boy, and we hope the sights he may see will benefit him.

Bro. M. Mathers, telegrapher, Burlington, is at Chanute.

Bro. W. H. McCoy has been relieving the agent at Coyville.

Bro. Harding, our Local Chairman, is quite proud of a present received in the form of a typewriter table made and presented by Bro. Lora Mathews, agent at Princeton, and it is a daisy. The table is in useful service and its owner is very proud of it.

We have a few "nons" left on this Division. One or two, who enjoy quite an increase, are offering as an excuse for staying out, the plea that they do not want insurance. When your salary has been increased five dollars or more per month, what is two dollars and forty-five cents for your insurance, even if you get no protection at all? The \$300 insurance, however, is certainly worth the cost.

The superintendent of terminals at Gridley, Major McKinley, has planted his flag for county clerk, and is reported to have it all his own way. His friends—of no small number—insist that he is absolutely sure of election, and we hope they are correct. Mac is not one of the forgetful brethren, but will always be found paid up, no matter what occupation he may follow.

Santa Fe Pacific Railroad:—

Bro. F. D. Kelsey has resigned and gone home to Minnesota.

Business is very fair for this time of the year.

Bro. William S. Murphy, whose name was inadvertently omitted from our list last month, is located at Barstow, nights. Otherwise there are no changes to report.

A total of ten dollars and fifty cents was subscribed over the amount necessary to defray the cost of flowers for Bro. Freeman's funeral. This amount was remitted to our deceased brother's mother at Indianapolis. Mrs. Freeman acknowledges receipt in a very kind letter, expressing her thanks for the many favors shown her, and sending best wishes to all the O. R. T. brothers on the S. F. P. Great credit is due Bro. Holmes at Gallup for his success in handling this subscription.

All members on the S. F. P. who signed the recent petition to consolidate with Division No. 23 should now forward their cards to Bro. J. A. Newman, Secretary and Treasurer, Wichita, Kan., who will transfer them into Division No. 23 without cost. All other members are urged to do the same quickly and aid in the work of organization on this line.

Bro. R. C. Richards, employed as joint telegrapher and lineman by the Postal Telegraph Co. at Gallup, N. M., was killed by lightning July 29th. Bro. Richards was on top of a pole and had cut in on an instrument for the purpose of inquiring further about the wire trouble he was after. While talking with the wire chief at Albuquerque he was struck by the fatal bolt. It is expected the remains will be taken to his old home in Kansas for burial. Bro. Richards was about thirty years of age.

E. DOWLING,
System Cor.

*Erie Railway System.**Meadville Division, East:—*

Bro. F. E. Johnson is taking a few days off during these hot days.

Extra operator Heier has been working a few days at the "SH" ticket office.

Bro. W. L. Jobes is riding the goat once a week in the I. O. O. F. I guess he will know he has been somewhere when he gets the third degree.

Bro. E. W. Cherry, of Lakewood, N. Y., is taking a vacation on account of ill health. We hope to soon hear Bro. Cherry at the key again. Bro. Helm is filling his place, and extra operator Barber, days, and Finney, nights.

Extra operator E. Jobes lost his position a few days ago. Too much sleep. Boys, keep your eye on the moon.

Bro. F. Matson was calling on friends at James-town a few days ago.

We would be pleased to hear from Bro. C. B. Scott, who left for Klondyke about two years ago, and has just returned.

Extra operator Kerroll is working at Cambridge Springs for a few nights.

Extra operator Broderick has been at "RX," nights, during extra operator Heier's absence.

I should like to ask my brothers here, "how do you expect to advance your condition here or any-

where else, if you do not do something to get the nons in?" Do you ever look forward to a day that you can call yours for rest, or do you expect to always work twelve hours for one day's pay? Just stop and ponder on that for a few moments of your time; can you see any end of this twelve hours per day, and every day in the week?

Dear brothers, it all depends on organized labor to lift the burden that is crushing us down, and it behoves each and every one of us to keep at those nons, and never take "No" for an answer, until you can get them in the fold.

Now that we have a few here on this division who yet have failed to join the Order, let us get them and be prepared for the future.

Yours in S. O. and D.,

CERT. 39.

Mahoning Division:—

To the operators on Mahoning Division: Brothers—This will let you know that I have received the money you were kind enough to subscribe for my benefit, and I assure you that the same was duly appreciated, and I thank you, one and all, for your interest in my behalf.

As it has been finally decided that, henceforth, I will not have the pleasure of working with you on the Mahoning Division, I take this method of informing you that I have received the money. Again thanking you, with best wishes, I am,

Yours in S. O. and D.,

V. J. BEAUMONT,
71 Starkweather Ave.,
Cleveland, Ohio.

Park City Div. No. 241.

Park City Division No. 241 held its regular meeting in Brotherhood of the Union Hall, 45 Wall street, Bridgeport, Conn., on July 22d. There was a fair attendance, considering the present situation, but we failed to see a few of the old familiar faces who used to be so prominent during the last two or three years. Have they lost all interest in the work that is being done, or is it only a slight weakening in the knee joints (?) caused by the tidal wave of O. R. T.-ism now making such havoc among the non-members, in this particular section of the Union?

Rumor says—well, I won't give it away, its too good—just guess at it, and if it does not do you any good, it certainly won't do you any harm, and, as all these little things generally come out in the wash, keep your eye on that day.

The meeting was called to order by Alkali Pete (the cowboy), who appointed Yum Lung as First Assistant. The Second Assistant's chair was occupied by the real thing, Aguinaldo (the Bridgeport Cyclone). Sitting Sun acted as Past Chief, while the Marshal's baton was held in place by Yousoff (the South Norwalk Terror). The Inside and Outside Sentinels were the "Peach" from Stamford, and the "Dago" from Danbury. The newspaper reporters were kept at bay by placarding the building with "Small-pox" labels. (The above is from memory. I will now take up my notes).

Minutes of previous meeting read, and approved as read. Yum Lung moves that record be made of two meetings held in May and June, at which the Secretary and Treasurer was absent attending convention and committee business at Boston. Carried.

Reading and Reception of Petitions.—Forty new members were acted upon, and after a report by the Secretary that all had been previously initiated by Organizers, the ballot was taken, found clear and all were declared accepted.

Communications and Bills.—Bond of Local Secretary and Treasurer, for \$300, good to June 8, 1900, was accepted. Premium of \$2.50 ordered paid.

An application for withdrawal card refused. Two were granted on account of parties now being out of the telegraph business.

New Business.—Notice of motion is given by Bro. B—y (Yum Lung), that at our next meeting he will propose the adoption of a System Division for the N. Y., N. H. & H. R. R.; and that the Secretary and Treasurer take up the matter with the other divisions to obtain their opinions as to the advisability of so doing.

It is also moved and seconded that this division hold its regular meetings on the third Saturday night of each month hereafter. Carried.

The Secretary reads his report of the division's work since last report: In good standing at last report, 132; initiated since, 106; admitted by card, 1; total, 239. Suspensions on account of M. B. D., 4; transfers, 2; withdrawn, 3; dropped from roll, June 30th, 19; total, 28. Members in good standing July 1st, 211.

Financial statement to be supplied members as soon as the books of the division have been audited.

Our losses during the last six months were as follows:

On account of non-payment of M. B. D. assessments, J. E. Cosgriff, H. A. Christinger and S. N. Lasher.

Transferred, J. C. Miller, Division No. 34; J. F. Cooley, Division No. 52.

Withdrawn, T. H. McKenna, T. W. Costello and J. P. Hasley.

Dropped from roll, J. F. McCue, F. W. Towne, C. F. Merchant, L. H. Pennoyer, N. C. Keeling, J. C. Gleason, Howard Wagner, E. T. Burton, A. Z. Valteau, J. S. Joseph, J. G. Hopkins, G. W. Lewis, J. J. O'Brien, E. W. Palmer, C. F. Fudge, P. J. Connors (dead), Mary Cullin, F. M. Taylor, S. P. Koch.

For the Good of the Order.—Speeches were made by many of the boys, praising the work that is being done by their committees and showing their appreciation for same, also appealing to the members to stay by the ship in its hours of trial, as they have always done since the ship was launched in 1894, and to not throw themselves overboard because there are a few breakers ahead, which can be easily avoided if the crew is loyal, and will carry them to port safely where they will receive the reward due all who do not wear that shameful stigma of which all honest men are ashamed.

Our next meeting will be held at the same place on Saturday night, August 19th, and we hope that all who can attend will do so without further notice.

Yours in S. O. and D..

JNO. R. CARDINAL,
Sec. and Treas.

C. H. & D. System Div. No. 21.

Cincinnati Division:—

Bro. Sprowls is on the sick list.

Ask Webster if he has the trolley wires cut yet.

Little Dave, night man at "P," took first money in the pony race at the outing of the C., H. & D. boys at Lagoon, winning by about three blocks, from "Jockey" Kennedy, of the B. & O. S. W.

Christopher, nights, at "SY," has a new bike. "C" is training for the races at the Carthage fair, and will no doubt win first.

The position of day operator at Carthage has been made permanent. Quite a number of operators in line for promotion have received letters asking them if they desired the place. McCullom, night man at "G," being the oldest man that desired it, got the place. Did any of you ever receive a letter of this kind before the schedule went into effect? How about it, "nons?" Cartwright goes to Glendale, nights, made vacant by the promotion of McCullom.

Bro. Kennedy is back again at B. & O. S. W. Jct., after a month's vacation and honeymoon in the mountains of West Virginia. Ed.'s avoirdupois has increased ten pounds, and his smiling countenance greets your question, "How is the new Mrs. Kennedy?" with the reply: "She was born in old Virginia." "Ken," intends going to housekeeping on State avenue about September 1st. Tulley copied change at the Creek during the absence of Kennedy.

Some of the new men not yet on the regular list will receive up-to-date O. R. T. cards in a few days.

We are booming down here now. Fall in.

Delphos Division:—

Everything is lovely on this division. The Sunday specials keep us so late in the evenings that we cannot get to see our girls. Boys, I believe we should have our girls come to the depot every Sunday evening to see us.

That extra dispatcher's job must be on the quill plan.

I understand there are only two of the boys on the division who are not members of the Order. Let us get after them.

DIV. COR.

Wellston Division:—

The star division of the system is in the best of shape. Some of the boys have small grievances, so I am told, but nothing like we had a couple of years ago.

The night owls have all been busy making hay the last few days.

Culbertson, at "X," seems to think the O. R. T. is all right, but he is slow in getting in line with us. Shake him up a little.

Henson and McKibben at "JA" are hot "weenies," but on account of the passenger trains not running right to suit them, they are unable to show up at many of the meetings.

The "W" office is still running nights. You can hear him on the wire when Gaynor, at "AU," wakes up and calls him to see if first 92 is by yet.

Penland, at "A," seems to be contented since he got married.

Taylor, at "MD," is always up-to-date in every respect.

Thomas, at "AU," is leading too fast a life in the burg. Get your gun.

Smith, at "F," has too much work. Write for a clerk "FS."

Shelton, at "CH," has hove in again after a thirty days' vacation.

Watson, nights, at "CH," is too slow to catch his call. Wake up, ice-berg.

McNaughton, at "XD," should say something about getting married. He didn't even send the cigars around to the boys.

Poor Wagner, at "XD," is the only bachelor in Chillicothe. Time you were looking up a frow, "W."

Where is Conkey?—in fact, all the boys around "N" and "B?" We never hear a word from them,

except that they have enough to do without writing us or coming to the meetings.

Warneke, at "G," and Welch, at "V," are more than glad that the work trains have left the branch. There is too much business on the branch to handle gravel trains.

C. Welch, at "WD," is the happiest man on the pike. He has four horses, two bicycles and several buggies. Wonder you wouldn't buy the D., L. & C. Ry., and have one of your own.

Wonder Kelley wouldn't take a ride down the road some day to see the boys.

Shields, I understand, is taking boxing lessons with Ed. Bennet now.

Bushwa, at "DY," says he is French instead of German. Do you believe it?

Barrett, at "JR," says boycott the trusts and chew red horse.

DIV. COR.

BROTHERHOOD.

The crest and crowning of all good,
Life's final star, is Brotherhood;
For it will bring again to earth
Her long-lost Posey and Mirth—
Will send new light on every face,
A kingly power upon the race,
And 'til it comes we men are slaves,
And travel downward to the dust of
graves.

Come, clear the way, then, clear the
way;
Blind creeds and kings have had their
day.
Break the dead branches from the path;
Our hope is in the aftermath—
Our hope is in heroic men,
Star-led to build the world again,
To this Event the ages ran:
Make way for Brotherhood—make way
for Man.

Edwin Markham.



Grand Division

OFFICIAL DIRECTORY

GENERAL OFFICES, PEORIA, ILL.

GRAND OFFICERS.

W. V. POWELL,
President, Peoria, Ill.
M. M. DOLPHIN,
First Vice President, Peoria, Ill.
H. B. PERHAM,
Secretary and Treasurer, Peoria, Ill.

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A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Medicine Hat, N. W. T.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, Secretary and Treasurer, Peoria, Ill., also their Local Secretary.

Notice.

Secretaries of divisions and other members are requested to notify me when they learn of any vacancies. This for the benefit of the unemployed.

Yours in S. O. and D.,
H. B. PERHAM,
Secretary and Treasurer.

Changing Address.

When members move from one place to another they would save themselves inconvenience by leaving a written forwarding order with the postmaster, stating definitely where he should forward mail for them. Under a ruling of the Postal Department, THE RAILROAD TELEGRAPHER will not be forwarded until extra postage is paid for the same. As this matter is not generally understood, the following excerpt from rules promulgated for the guidance of postmasters is given: "When a general forwarding order is on file, one notification (form 3548) shall be sent to the addressee. If no postage for forwarding is received within two weeks, the publisher must be notified," etc.

Two cents is sufficient postage to pay for the forwarding of any ordinary number of THE RAILROAD TELEGRAPHER.

Yours in S. O. and D.,
H. B. PERHAM,
Secretary and Treasurer.
Peoria, Ill., Aug 1, 1899.

Notice.

The following division cards have been reported as lost. If presented, please take up and return to this office. Card No. 2146, good until Dec. 31, 1899, issued in favor of Grand Division Certificate No. 2725. Card No. 3318, good until Dec. 31, 1899, issued in favor of Certificate No. 522, Division No. 22.

H. B. PERHAM,
Secretary and Treasurer.

Notice.

To Members:

When requesting your address changed, such request should be written upon a separate sheet of paper. When written among other matter it frequently gets pigeon-holed, thereby causing some annoyance.

Yours in S. O. and D.,
H. B. PERHAM,
Secretary and Treasurer.

Notice.

To Correspondents:

Complaint is being made that in many instances members of the Order are mentioned in the fraternal news as non-members. This action is offensive, and creates unnecessary correspondence. Division correspondents should be particular in this respect, and not write anything for publication unless they are sure of its truthfulness. Names of persons and places should be written legibly, and only one side of the paper should be used.

Yours in S. O. and D.,
H. B. PERHAM,
Secretary and Treasurer.

Notice.

I will be very thankful to any brother who can send me the present address of any of the below-named brothers:

C. A. T. Sims, last heard from at University Station, Los Angeles, Cal.; P. J. Whalen, last heard from at Brinston, Wis.; W. C. Gross, last heard from at Duetzo, Mo.; W. J. Steele, last heard from at Sheldon, Mo.; H. D. Sebering, last heard from at Brock, Neb.; G. W. Oxford, last heard from at Wilmot, Ark.; Wm. Smith, last heard from at Wynne, Ark.

Yours in S. O. and D.,
SIDNEY C. MAHANAY,
Gen'l S. & T. Mo. Pac. Sys. Div. No. 31,
Meramec Highlands, Mo.

VOL. XVI, No. 9
SEPTEMBER, 1899

THE RAILROAD TELEGRAPHER

PUBLISHED AT PEORIA, ILL.

BY THE ORDER OF RAILROAD TELEGRAPHERS.

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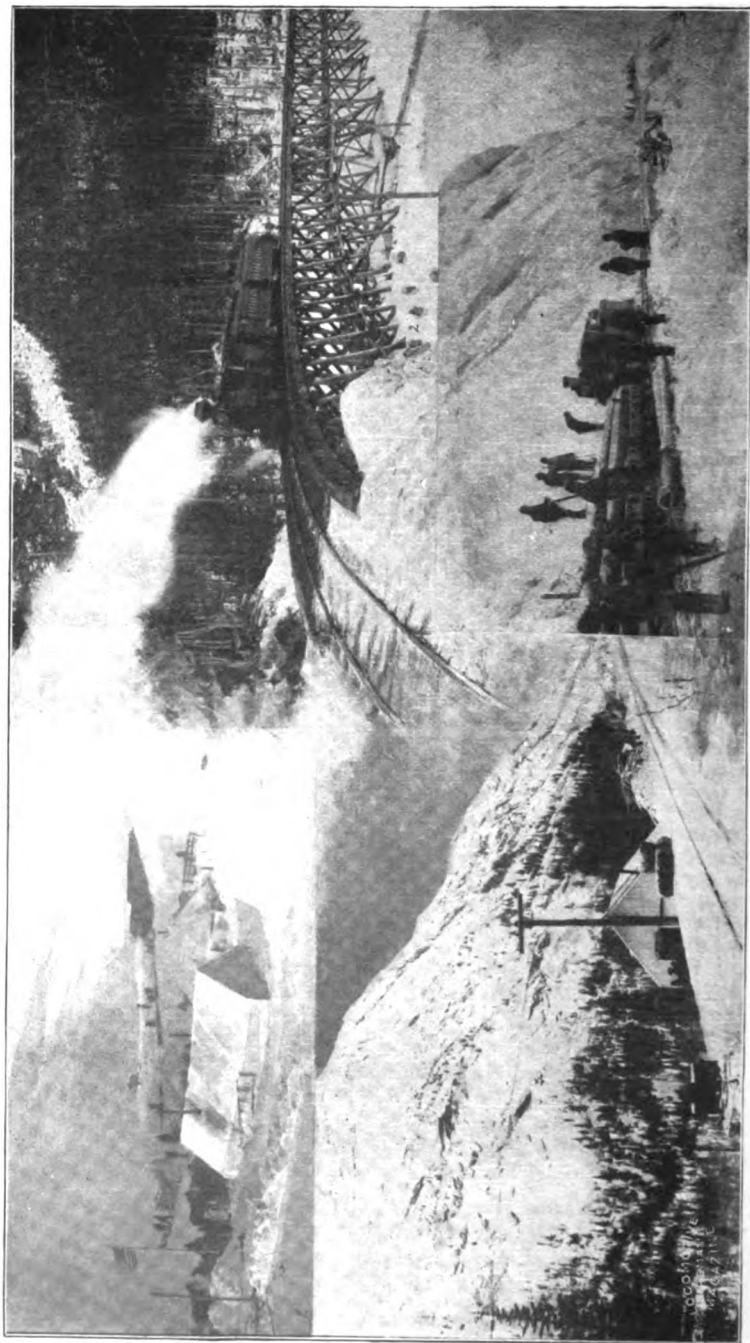
Four years ago the U. S. Land Office purchased 40 Densmores. This same Department has just (June 29) given an order for 60 Densmores. The significant inference from these facts we can safely leave to the public.

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PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



ENTERED AT THE POST-OFFICE AT PEORIA
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VOL. XVI.

SEPTEMBER, 1899.

No. 9

EDITORIAL

Judges on Boycotting.

IT IS the fashion with that portion of the public press that is fast earning the opprobrious epithet "capitalistic," to seize upon court decisions that are antagonistic to labor's methods of working its emancipation, and making much of the same, whether meritorious or not.

In making perpetual a temporary injunction restraining striking waiters from boycotting a local restaurant at Kansas City, Judge Henry, of the Circuit Court, on August 19th, rendered the following decision:

"There are certain rights of American citizens, recognized by the Constitution of the United States, the constitution of every state in the Union, and by every honest citizen. Among these are the right of every man to set a price upon his own labor, the right of everyone to fix the price which he will pay for labor of another, and neither has the right to compel the other to accept his terms; the right of everyone to conduct a legitimate business without interference or hindrance from others. The employer is

at liberty to quit the service of the employer to sever the relations between them, but a discharged employe, or one whose term of service has expired, has no moral or legal right, by threats or other means of intimidation, to prevent others from doing the work which he had refused to perform, or had been discharged from performing. The rights and obligations of the employer and the employe are reciprocal. The employer who has discharged an employe without cause, or declined to employ again one whose term of service has expired, has no rights, by the defamation of character or other unlawful means, to induce or prevent others from giving him employment. If it be the right of anyone to conduct a legitimate business without interference from others, it follows that discharged employes or employes whose terms of service have expired, have no right, legal or moral, to assemble in the near vicinity of the employer's place of business, and, by threats or by other demonstrations calculated to intimidate, to deter other laborers from taking their places or to induce patrons of their employer to withdraw from him their patronage; and it

would be a reproach to the law if it afforded no remedy against such reprehensible interference with the prosecution of legitimate business. Citizens employed in legitimate pursuits pay taxes for protection in their occupations, and a law which fails to afford them such protection obtains their money under false pretenses. Every just man will sympathize with employees who are oppressed and mistreated by employers. The sympathies of men are generally with the toiler for day's wages against capital, with the weak against the strong. I confess to such a sentiment myself, but the law, rather than sympathy, is to govern in controversies like this. No matter what our sympathies or emotions may be, when the law speaks these must yield to its mandates, and almost invariably there is more wisdom and sound philosophy in the law than in the emotions and the sentiment of the heart."

The trouble with that honorable judge is that his sentiments have not had time to properly crystalize, otherwise he would not be inclined to interfere with men who are simply endeavoring to place themselves in position "to set a price upon their own labor." The judge is probably cognizant of the fact that by means of iniquitous laws framed years before the present generation was born that the land is monopolized and the labor market glutted as a consequence. And that where men are forced to compete with one another for work, it is not they who set the price, but the one who has the work to give, and that is the basis of most labor troubles.

The man who has nothing but his labor to sell is compelled, by circumstances over which he has no control, to sell out at a forced sale, similar to a tradesman having his stock of goods sold out by the sheriff.

The matter of threats and intimidation are for the police department to settle, the same as cases of assault and battery, and should have no place in injunction proceedings. A man on strike is not one whose "term of service has expired," for he expects to resume his old position as soon as the employer defers to his wishes. He has a moral and a legal right to stand upon the streets and advise people as to the status of his case, and why he went on strike, and to advise his friends to trade elsewhere until his difficulties are settled.

It may be that this is "a reproach to the law," but who but a law worshipper would deny its truth? The so-called laws are but a set of rules made by the people through their representatives, that they are very imperfect and wide open to reproach from fair minded men is evident, otherwise there would be no need for strikes, boycotts or industrious citizens working laboriously and continuously for a bare existence, while idlers revel in the wealth created by other men's labor. The judge says, "Citizens employed in legitimate pursuits pay taxes for protection in their occupations, and a law which fails to afford them such protection obtains their money under false pretenses." Such flimsy arguments are usually at the foundation of such decisions, and the expression is taken to mean that if the judge does not find the law fits the case he will stretch it until it does.

He would probably gain in the esteem of his fellow citizens if he would simply administer the law as he finds it.

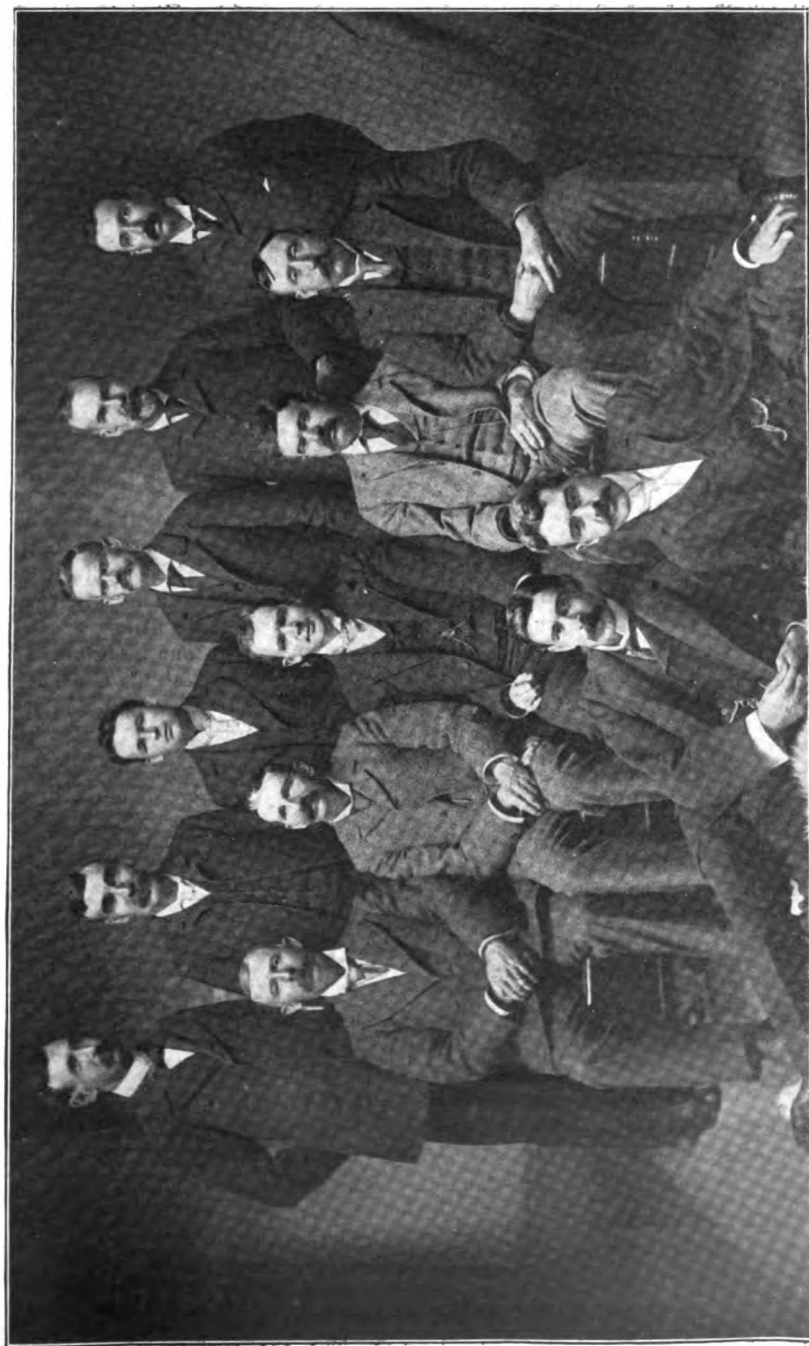
Another similar case, in which modifications were asked for and made, came up in Chicago recently.

"Fraser & Chalmer's men went out on a strike June 21st. Judge Haney in chambers granted an injunction restraining the strikers and labor unions from hindering, obstructing or in other ways interfering with the company's business.

"The Iron Molders' Union, through its attorney, Clarence S. Darrow, asked for a modification of the injunction by the elimination therefrom of so much of the order as sought to prevent the molders from using peaceable persuasion with employees or persons seeking employment with the complainant, or from going upon the streets or to the homes of such persons for the purpose of peaceful persuasion.

"The motion to modify the order was made before Judge Tuley during the hearing of emergency business in the Circuit Court, and was sent before Judge Windes by agreement of counsel and Judge Tuley.

"Judge Windes held in his opinion that 'In no event should the injunction go beyond the prohibition of any acts by the defendants which are not in themselves unlawful, whatever may be the effect of such acts upon the business and property of the complainant.' Judge Windes stated



G. B. BURNETT. G. R. McMAHON. J. A. KELLY. F. J. LeBLANC. H. McEWEN. J. H. CARRIER.
 S. C. CHARTERS. R. A. BLAIS. W. V. POWELL. T. B. SPENCER. G. F. WARD.

A. DUNN. M. M. McLAREN.
 GENERAL COMMITTEE INTERCOLONIAL RAILWAY.

that none of the authorities to which his attention was called justifies a resort to the remedy of injunction to restrain the doing of acts not illegal, and furthermore said:

"The complainant represents a great combination of capital. It is itself a combination. The law permits the defendants to combine. Their labor is their capital. They may use any peaceable and reasonable means to gain an advantage for themselves. If the defendants have the right to combine together, it necessarily follows, as it seems to me, that they may persuade and entreat others to join with them, so long as they do not in their attempts at persuasion resort to force, violence, threats, taunts, jeers or intimidation; persuasion or entreaty should not be accompanied by a manner that will make it amount to intimidation. It should then not be termed persuasion or entreaty. Persuasion in the smoothness of words or by blandness, accompanied by a great show or a congregation of numbers, or by intonations of voice indicative of threats or ridicule which have a most vindictive purpose, might well be denominated intimidation. I regard that as more a matter of proof.

"I do not think the order of the court should be such as to prohibit an act of persuasion; an act entirely legal when done with a proper motive, and in a manner and under circumstances which do not convey a meaning entirely opposite of the ordinary interpretation of such language."

"Judge Windes decided that the modifications asked for by the defendant should be made in the injunctive order."

Judge Windes has shown more than ordinary liberality in the matter and is therefore deserving of credit.

The working people generally are of the opinion that those who use clubs, rocks or pistols to help themselves out in a discussion should be attended to by the police or other properly constituted authority for the preservation of peace, and that injunctions against such acts are absurd and a travesty on the law.

The Ethical Side of Unionism.

IF THE ethical side of the labor question were more often exploited in print, many powerful friends would be won to its side who now regard labor unions with a feeling akin to suspicion.

The necessity for labor organizations was only made apparent in the United States when Uncle Sam had no more farms to give away and all the arable land open to pre-emption had been taken up. The great West was the safety valve for discontented labor, and those who did not care to work for low wages in the East went West and took up a farm.

When all the available land was fenced in labor had to adjust itself to changed conditions, and since that time the more intelligent have been organizing against manifestly unfair conditions. To get men interested in the organizations it was necessary to appeal to their self-interest, and in consequence the matter of increased wage and shorter hours of labor to be gained by organizing has been written about so much and so often that many believe those considerations to be the alpha and omega of unionism. If this were really the case, many persons who see further and better work to be done within the ranks would leave in disgust, but, fortunately, there are many indications to the contrary. As the unions grow in strength and usefulness and their permanence and stability is assured, the higher considerations should be developed and continually presented to view.

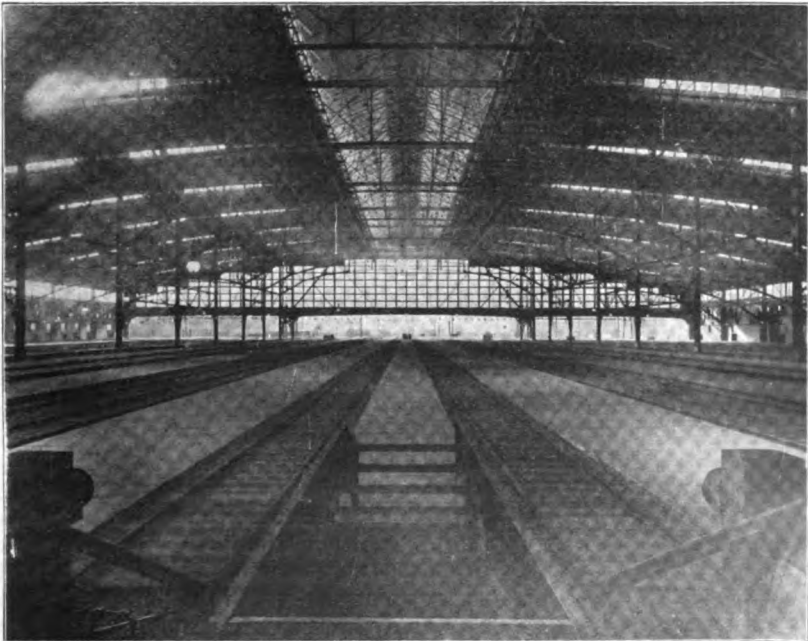
There is a certain class who can see only the substantial things to be gained, the class that stoutly maintains that unions are the means by which we may increase our standard of living, and that is all they are here for. Their lives are passed in the kitchen cabinet and the educational features are to them as so much chaff.

The progressive members who are blessed with ideas, are thorns in their sides, men tainted with "isms," who will not keep still but are persistently presenting their "views" for consideration. These are the men in the parlor, and for the time our business is with them. The members of the kitchen cabinet are useful members in their way, and the unions could not possibly get along without them, but like many other well meaning people, they have their limitations.

Perhaps the most prominent man in the parlor group is the socialist. He is the man who has the floor often and holds it longest. The one noticeable trait about him is the tolerance he shows for the opinions of others. The ease with which he



THE NEW BOSTON SOUTHERN TERMINAL STATION - FRONT VIEW.



**THE NEW BOSTON SOUTHERN TERMINAL STATION.—TRAIN SHED, SHOWING
OPENING FOR BAGGAGE LIFT IN CENTER.**

answers all queries, however complicated, especially those in relation to political economy, showing wide reading and a depth of thought hardly to be expected in one who earns his living in the sweat of his brow.

The land question, the one on which so many reformers get stuck like insects on a sticky fly paper, is an open book to him, and the ethical side alone is sufficient for his argument. Land, air and water being prime necessities to human life, must not be monopolized or withheld from the use of the people. Money, the medium of exchange, must not be cornered for private gain, neither should it be handled for profit by private money shops, alias banks. The product of machinery must inure to the benefit of all classes, for the time is coming when the sun's force will be harnessed to do all the hard and laborious tasks on earth.

The rule of might must be superseded by the rule of right, and murder, wholesale or retail, abolished. When he advocates simplicity in living, less wines and strong meats, and a return to the food stuff of the patriarchs, he is considered on dangerous ground and is often times taken severely to task, but good-natured persistence indicates that he does not only content himself with preaching the doctrine, but he must practice some of it.

His conception of a scientific form of government is similar to that of a well regulated, loving family, where the strongest are always ready to help the weakest, and, perhaps, that is the mainspring of his membership, because it is what the unions are doing.

The single taxer comes next, with his persistent portrayal of the one idea that is fervently advocated as the one thing necessary to cure the ills of society. He is a strong educational factor, for when once men see the iniquities of the present land system their ideas in regard to other things undergo a change, and the criminal cunning of the ancient framers of the law becomes more plainly apparent. Although single taxers are always anxious to show it, yet it is a sad thing to "see the cat."

One inference to be drawn from the parlor talks is, that to be sound on the labor question and consequently prepared to meet all comers, one must know what socialists, communists, single taxers, philosophical anarchists and the like are talking about,

otherwise he is likely to be chagrined by finding himself in a trap.

It is charged by the kitchen cabinet that these people are living in and talking from an ideal world of their own; but ideals of today may be the realities of tomorrow. It is only necessary for larger numbers to see the ever present truth, and education is the means.

Labor unions are an educational factor of wonderful breadth and compass. Their literature is more generally read than any other, and it points in the direction of the better time to come when justice shall reign supreme and fraternalism shall have full sway.

Commercial Telegraphers.

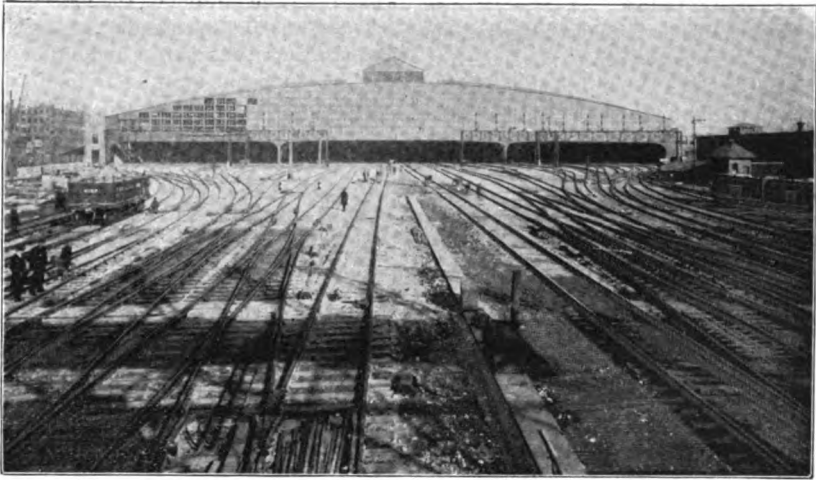
JUDGING from present indications, the least willing man to organize in the telegraphic service is what is commonly called the gilt edged operator — men who have mastered the business and trained themselves to a degree of efficiency that is not to be attained by everyone who tries for it.

In other vocations the men who get the best pay and are the best posted, are usually in the lead of the union movement, and the Railroad Telegraphers are no exception to that rule.

It would be a difficult matter to find a good and sufficient reason for the present status of affairs in commercial circles, but, perhaps, men of such genius and proud attainments feel that they do not need the protecting influences of a class organization at present. It is safe to predict that some day they will come to a different conclusion and the strong will learn to help the weak in order that their own hands may be strengthened.

The gilt edged men have in the past few years doubled and trebled their earning capacity. They have memorized codes and learned the typewriter, and by these means have been enabled to make more money for their employers than perhaps any other class of wage-earners. This shows a laudable ambition to get to the top in the profession, and it ought to be properly recognized by their employers.

One of the means they have adopted for further improving their capacity for work is



NEW BOSTON SOUTHERN TERMINAL STATION — APPROACH TO TRAIN SHED.



**NEW BOSTON SOUTHERN TERMINAL STATION — THE AWNING ON SUMNER STREET,
SHOWING INCLINE TO SUBWAY EXIT.**

that of racing against time. The *Telegraph Age* of August 16th says:

Some remarkable feats in fast telegraphing have recently been accomplished at the main office of the Western Union in Chicago, Ill., and St. Paul, Minn. When an operator handles from one hundred and twenty-five to one hundred and fifty messages in a half day or two hundred and fifty or three hundred in the full day of nine hours, it is considered good work. But on several occasions lately the number of messages handled by some of the "gilt edged" operators, ambitious to establish a record, has been nearly doubled. Considerable rivalry sprung up among the operators working the St. Louis wire as to who could run the number sheet out earliest in the afternoon—beginning on No. 1 at eight o'clock in the morning.

Operators Horn and Boyle established the first record by sending up to the five hundred mark at 4:45 p. m. The next day Operators McNellis and Dorn beat this record fifteen minutes, finishing their five hundred at 4:30 p. m. But the exceedingly fast time of the operators on the St. Louis wire has since been eclipsed by two operators on the St. Paul wire, C. F. Fuhrman and J. T. White, who received from Operators F. R. Bunnell and A. Black, sending in St. Paul, five hundred straight messages, no coding, from eight in the morning to 3:10 p. m. From ten to eleven o'clock in the morning Bunnell sent and Fuhrman received seventy-one messages in the single hour, and in the afternoon between two and three o'clock Black and White equaled that speed. This record stands at present as one never before equaled in either of the two offices, and, perhaps, in no other office in the world where messages are taken direct from the wire and ready without further revision to be delivered to the addressee. On a recent afternoon C. F. Fuhrman, working on the St. Paul wire, received two hundred and eighty-three messages in two hundred and sixty-five minutes, from 12:30 p. m. until 4:55 p. m., taking them on a typewriter.

The writer worked in a railroad office some years ago where a daily report was posted near the switch board showing how many messages were handled by each man the day before, and the man who handled the least was placed at the bottom of the

list, and the result was a struggle to keep away from the bottom of the list.

There was another result, not anticipated at first, and that was a reduction in the working force and a scaling down of salaries. It will probably have a similar effect in the commercial service, but that is a matter for the future. What is needed more than increased efficiency is the cultivation of fraternal regard, and the strongest should lend aid to the weakest in order that life could be made pleasanter for all.

The railroad telegraphers have done much on this line with most satisfactory results. It is time for the commercial men to line up to help one another. They can do it by means of membership in the Brotherhood of Commercial Telegraphers, about which further particulars may be found on the last page.

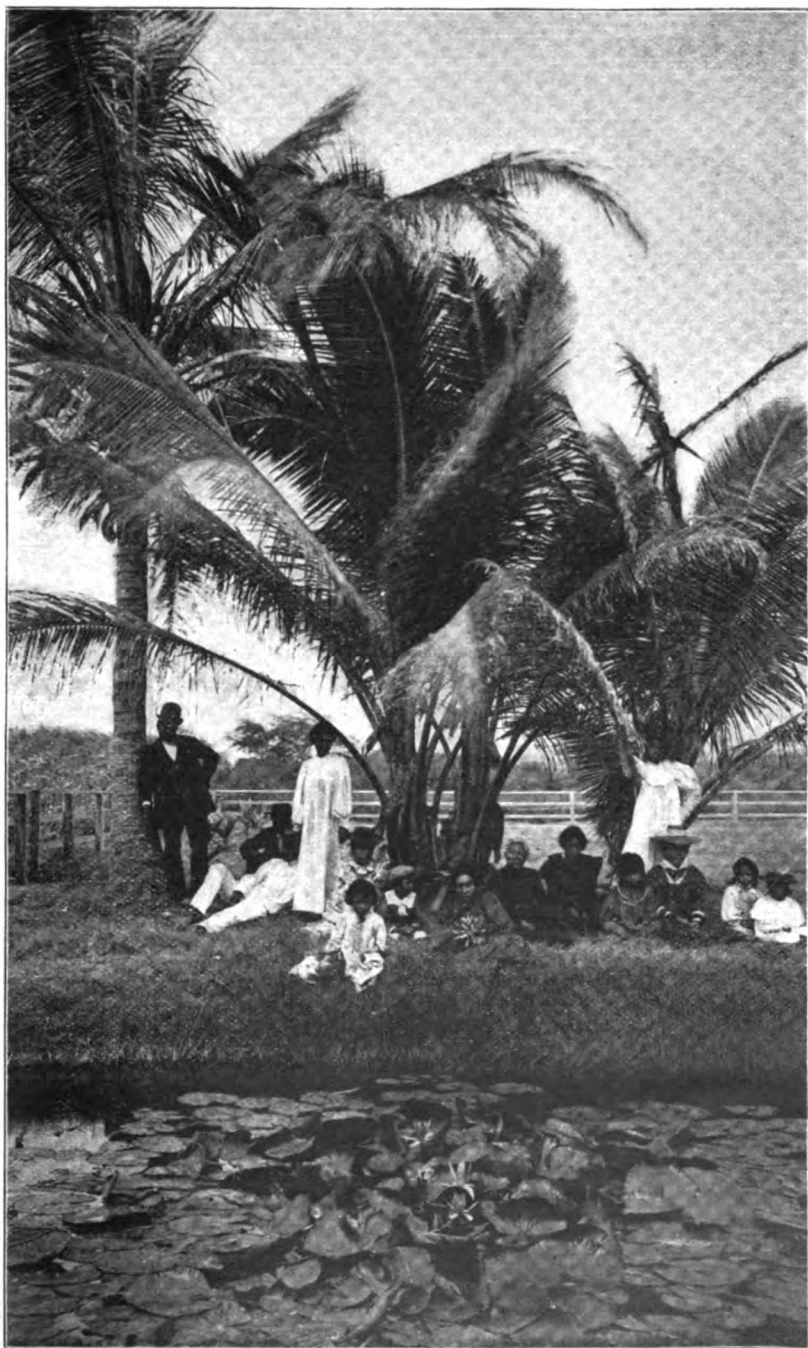
Removal of Headquarters.

AT THE last session of the Grand Division, Section 1 of the Constitution was amended to read as follows: "This association shall be known as The Order of Railroad Telegraphers, with headquarters located in such city as may be determined by the Grand Division, when in session, or in recess by the Board of Directors, should the necessity for a change arise."

The representatives of the organization, conscious of its rapid growth and development and desirous of promoting the same while conditions are favorable, have arrived at the conclusion that the headquarters should be located in a larger city, where railroad, mail, printing and other facilities would favor a still more rapid growth of the organization. The headquarters will, therefore, be removed from Peoria, Ill., to St. Louis, Mo., about September 20th, where elegant and commodious quarters have been secured in the Fullerton Building.

Since the inception of the Order, in June, 1886, the headquarters were located two years at La Porte City, Iowa; seven years at Vinton, Iowa, and four years at Peoria, Ill. Each move has been to a larger community as the necessity for increased facilities arose.

At the Denver Convention of 1894, the delegates voted in favor of moving from Vinton to St. Louis, and left the matter in the hands



GROUP OF HAWAIIANS ON THEIR NATIVE SHORE.

of the Grand Executive Committee. No action being taken before the St. Louis Convention of 1895, the matter was reconsidered there, and in September of that year the headquarters went to Peoria, to live under the same roof with the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Firemen.

The Brotherhood of Railroad Trainmen has recently decided to remove its headquarters to Cleveland, Ohio.

The Grand Officers and others connected with the General Offices of the O. R. T. leave the good citizens of Peoria with feelings of regret, their sojourn with them having been very pleasant. A more hospitable and friendly community would be hard to find. Business considerations are, however, of paramount importance and entirely overshadow the social side of the question. The membership will be furnished full particulars in regard to the removal in the next General Circular.

The New O. R. T. Emblem.

IN THE July number members were requested to submit designs for an emblem for our Organization, and the result was a large number of ideas for the Committee to make their selection from. The cash prize of \$10 goes to Brother V. L. Lonergan, of Morley, Colo., who submitted some beautifully executed designs, one of which has been accepted.

Among the designs worthy of especial mention were those of the following brothers:

James Hutton
P. Costello
B. C. Briggs
A. Coddington
W. C. Biehus
C. B. Rawlins
K. L. Russell
C. M. Young
Charles Confehr
H. N. Mickle
H. G. Comstock
C. R. Gibson
W. F. Gould
Harry Stark
H. McNaughton
F. F. Bind
Wm. Clancy
C. E. Mandeville
A. A. Wallace
J. L. Murphy
C. N. Green
W. C. Goodwin
W. J. O'Neill
J. E. Wheatley
R. P. Wetmore
H. W. Bowen
J. F. Hinterleiter
Miss Mary V. Mitchell
J. G. Beale
J. C. Miller
R. I. Stout
F. W. Edwardy

Wm. E. Tester
F. S. Howe
E. H. Fell
W. H. Godfrey
F. W. Teubner
W. A. Kelly
W. C. Irving
E. S. Heaton
Thomas H. Clancy
J. J. Holt
Maurice Stoneback
R. E. Harper and
C. H. Killian
F. X. Cedilotte
B. F. Grant
E. J. Gallagher
C. E. Nichols
R. A. Bronson
E. A. Collins
J. W. Blanton
John R. Thompson
John C. Eby
C. A. Leidy
R. E. Enright
Lewis Tuttle
S. W. Hiller
A. Souder
C. D. Poage
T. E. Deedy
C. A. Seal
J. G. Brokaw

The new emblem will be distinctive of the telegraph business and recognizable as such as far as it can be seen. The old design was so much like those of similar Organizations that it was difficult to distinguish them, but this difficulty has been overcome.

A lapel button will be manufactured as soon as practicable and sold at a very low cost. If every member would procure one and wear it, it would advertise the fact that railroad telegraphers are well organized.

Editorial Notes

"Blest be the tie that binds," sing the lowly, but the politician trusts his all to the lie that blinds.

No use to worry about the municipal ownership of public utilities. The greed of the corporations and the good sense of the people will do the work in their own good time. The same idea applies to the so-called trusts.

The general offices of the Order of Railroad Telegraphers will remove to St. Louis, Mo., on or about September 20, 1899.

Correspondence will be delayed to some extent this month on account of the removal of headquarters, but unless something unforeseen happens the October TELEGRAPHER will be out on time, or about the 15th.

To harmonize mankind is a noble but difficult task.

Nothing like keeping everlastingly at it to bring success. That is what put the O. R. T. in the front.

If it were not for the wage earners ability to injure with a strike or boycott they would be serfs and peons until yet.

If the men who are getting good pay did not concern themselves about the men who are getting less, where would wages go to?

The Brotherhood of Railroad Trainmen will remove their headquarters from Peoria, Ill., to Cleveland, Ohio, about December 1st.

The matter of organization is of more importance to the underpaid than anyone else, yet they are the last to take advantage of it.

The agent of a monopoly, who denies that wage earners have the right to organize for their own benefit ought to be deported to Russia.

A copy of the revised Constitution was mailed in September to every member of the Order in good standing. If you did not get one—write.

The increasing number of strikes indicates that wage earners want some of the prosperity that manipulators have been prating about so long.

It is all right for railroads to unite in a boycott on another railroad that wants to be a trust buster, but it is dreadful when working people boycott their enemies.

After the September number is mailed the mailing list will be revised and members who have not paid dues for the current term will be minus their TELEGRAPHER. *Verbum sat sapienti.*

From all parts of the country reports indicate that Labor Day was a greater success than ever. The magnitude of the parades was sufficient to cause capitalists and politicians to put on their thinking caps.

Do you want to do something to increase the power of the O. R. T.? If so, cut out the blank application in the advertising pages and send it to a non-member with a cordial invitation to join. Whether successful or not you will not be sorry.

The Ruskin Colony people of Ruskin, Tenn., who were recently sold out by a discontented minority, have bought 800 acres of land in Southern Georgia and will move to their new home shortly. They still publish the *Coming Nation*, and have the plant paid for. Lack of real co operators was the trouble, but the faithful few will see it through, regardless of obstacles.

Enough correspondence was received this month to make two numbers the size of this one. About a dozen articles are left over from the "Our Correspondents" department and "Fraternal" news, as follows: A. T. & S. F. Ry.; C. H. & D. Ry.; W. & L. E. Ry.; M. K. & T. Ry.; part of the Southern Railway; Worcester, Mass., Division No. 46; Macon, Ga., Division No. 114, and New York Division No. 44. This matter will appear in the next issue unless correspondents instruct to the contrary.

Militarism is a word with an impressive sound. It has become popular and there are persons who have used it so often that they believe the United States is really and truly threatened by it. They see the people trodden under foot by the iron foot of an arrogant and cruel military caste. There is militarism in all countries which have conscript armies, but there is none in England, and there never was and never will be any in the United States. In 1865-6 the United States had one million soldiers under arms. No militarism came of this enormous army—far vaster than any European standing army of today. If an army of one million men, among a population of twenty millions, did not produce militarism, how can an army of 100,000 among seventy-five millions, ride roughshod over the people?

This conundrum is offered by the Kansas City *Star* and it is hereby respectfully referred to the miners in the "Bull Pen" at Wardner, Idaho for solution.

THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 13 IS DUE ON
OCTOBER 1, 1899. TIME FOR
PAYMENT EXPIRES NOVEM-
BER 30, 1899.

The following in regard to Claim No. 8,
on account of the death of Bro. Geo. T.
Huffer, of M. K. & T. Division No. 22, is
self-explanatory:

*Mr. H. B. Perham, Sec'y and Treas.,
Peoria, Ill.*

DEAR SIR:—I want to thank you and the
Order of Railroad Telegraphers, through
you, for kindness shown me and the prompt
settlement of this claim. I shall always
have a kindly feeling for the Order of which
my brother was so proud, and for telegraphy
which was always in the nature of a pleas-
ant recreation to him rather than a labor.

With best wishes for yourself and the
Order, I remain yours very truly,

GRACE HUFFER.

Lewisville, Tex., Aug. 9, 1899.

During the last week in August two re-
mittances, in silver, were received at this
office, unaccompanied by assessment slips
or other evidence to indicate the remitter,
which remittances are being held for claim-
ants.

Members in making remittances on assess-
ments should invariably accompany their
remittance by the assessment slip, or slips
covered by the remittance, duly signed.

Duplicate sets of assessment slips will be
furnished on request.

CLAIM No. 15.—Amount \$300; was paid
August 11th to Mrs. Ruth A. McKee, of
Mono Road, Ont., the widow of Bro. John
McKee, of Canadian Pacific Railway System
Division No. 7, who died May 23d from con-
sumption.

CLAIM No. 16.—Amount \$1,000; was paid
August 11th to Mr. Dave D. Batchelor, of
No. 337 W. Broad street, Savannah, Ga.,
the father of Bro. M. B. Batchelor, of Macon,
Ga., Division No. 114, who died from acute
dysentery contracted while at work at Fort
Pulaski clerking in the quartermaster's de-
partment, U. S. Army, May 1st.

CLAIM No. 17.—Amount \$500; was paid
September 1st to William H. Walters, guar-
dian of Jerome McCarthy, of Dallas City,
Ill., on account of the death of Bro. Maurice
McCarthy, of A. T. & S. F. Ry. System
Division No. 23, who died from consump-
tion May 12, 1899.

CLAIM No. 18.—Amount \$1,000; was paid
August 19th to Mrs. W. J. Fleming, of
Brownville, Ont., the mother of Bro. God-
dard L. Fleming, of Canadian Pacific Rail-
way System Division No. 7, who died May
6th from jaundice.

CLAIM No. 20.—Amount \$1,000; was paid
August 29th to Mrs. Eva H. Rosebrugh, of
Cleveland, Mo., the widow of Bro. J. C. C.
Rosebrugh, of Kansas City, Pittsburg and
Gulf Railroad System Division No. 5, who
died from cerebral apoplexy July 13, 1899.



Gleanings

The Florida end of the Miami-Havana cable has been landed at Miami.

* * *

Colorado trade unions are agitating the erection of a co operative smelter.

* * *

A division of Trackmen was instituted at Strasburg, Va., on August 12th.

* * *

The bricklayers of Jersey City now work eight hours at forty-two cents per hour.

* * *

If there is anything that cannot bear free thought, let it crack.—*Wendell Phillips.*

* * *

The coal miners' strike at Niantic, Ill., which has been on for nine months has been settled.

* * *

It never pays to waste any time on a person that is known to be tainted with dishonesty.

* * *

The Scottish Typographical Association reports no strikes for a year, and has \$50,000 in its treasury.

* * *

One beauty about the Devil is he is always to be found on his job and never kicks for shorter hours.

* * *

They clip sheep at the rate of forty per day in Wisconsin by an electrical sheep-shearing machine.

* * *

Ten new lodges instituted is the record of the Brotherhood of Railway Carmen for the last thirty days.

* * *

Pattern makers in a number of shops in Greater New York and Jersey City have won the nine-hour day.

The Cudahy Packing Company is erecting a plant at Kansas City that will furnish employment for about 2,000 men.

* * *

French railway cars as now constructed with most of the metal parts of aluminum, are 3,000 pounds lighter than old ones.

* * *

The strike of the textile workers in Brunn, Austria, has been compromised. Fully 12,000 people were engaged in this strike.

* * *

The temperature of the Bunsen flame, as determined by a new electric method is 1,820 degrees Cent. or 3,308 degrees Fahr.

* * *

A censorship over telegrams is exercised at Wallace, Idaho, where the members of the miners' union are confined in the bull pen.

* * *

A strike in a West Virginia iron works for an advance in wages, was speedily settled by the firm agreeing to the terms of the strikers.

* * *

Men seldom, or rather never, for a length of time and deliberately, rebel against anything that does not deserve rebelling against.—*Carlyle.*

* * *

There is a newspaper published in Peking, China, which is over a thousand years old, and it is recorded that more than 1,900 of its editors have been beheaded.

* * *

Barbed-wire fences are being utilized for farm telephone lines successfully. The fence which mutilates the horses, commands the respect of the breechy cow and insures good feeling between neighbors, can thus be used to still further promote a neighborly feeling.

"The frog in the well knows nothing bigger and grander than its well. So are all bigots; they do not see anything better than their own creeds."—*Ramakrishna*.

* * *

According to a bill passed over the veto of the Governor of Massachusetts, trade unions are exempted from the laws governing paternal beneficiary organizations.

* * *

The Amalgamated Society of Engineers of Great Britain, recovering from its late strike, now has 84,000 members and a balance in its treasury of over a million dollars.

* * *

The Government of Japan has issued an ordinance which will open twenty-four more Japan ports to foreign commerce. This is another step in the direction of developing the cleverest nation of the East.

* * *

A dispatch from Corea says the Government of that country has granted a concession to a German syndicate to build a railroad from Seoul, the capital, to Gensan in Broughton Bay, on the west coast of Corea.

* * *

Social reform is not to be secured by noise and shouting; by complaints and denunciation; by the formation of parties or the making of revolutions; but by the awakening of thought and the progress of ideas.—*Henry George*.

* * *

M. Marconi in his experiments with wireless telegraphy at Dover, England, met with complete success, the messages passing through several miles of cliff upon which Dover castle stands and twelve miles across the sea.

* * *

"Henry George was a great scholar, Whatever may be thought of the final acceptance of the single tax, he has at least taught three lessons which must forever stand:

"1. All the earth belongs to the people.

"2. Dead men cannot own any share of the earth.

"3. What all create all should possess."

—*Walter T. Mills*.

Hundreds of telephone girls in Chicago and other cities are being displaced by automatic telephone connectors, whereby it is only necessary for the customer to push a button or two in order to get any number desired.

* * *

The Government of Mexico has awarded a contract for the laying of a cable from the port of Altata, State of Sinaloa, to Lopez, Lower California, a distance of 114 miles. The work must be completed within six months.

* * *

In the agricultural parts of Ireland two dollars and twenty-five cents per week is the highest wages paid to a laborer in regular work. On the coast of Dungloe women can earn three dollars and fifty cents per week curing fish.

* * *

The imputation of inconsistency is one to which every sound politician and every honest thinker must sooner or later subject himself. The foolish and the dead alone never change their opinions.—*James Russell Lowell*.

* * *

Advices received at Vancouver, July 31st, stated that the Dominion Government telegraph line from Bennett had been completed to Little Salmon. It was expected that it would reach Fort Selkirk by August 25th and Dawson by October 15th.

* * *

Marconi's system of wireless telegraphy is to be put in operation in Hawaii as a means of communication between the different islands of the group. An organization has been formed, capital has been subscribed for the project, and some of the material is already shipped.—*Ex.*

* * *

The German minister of war is authority for the statement that the automobile is being closely watched by military men, with the hope that it can be used in warfare, especially in those countries where the roads are good, for the transportation of supplies and for ambulance service. Animals are always in the way in war, and when they can safely be replaced a great stride will have been taken.

The German delegate to the International Peace Conference denied absolutely that nations are crushed by their armament, and said that Germany was never more prosperous. To this the London *Spectator* replies pertinently: "Which will add most to national wealth, a thousand men who plant potatoes or a thousand men who eat them?"

* * *

The Journeymen Stonecutters' Association of New York city is over seventy-two years old. At its meeting place at Brevoort Hall is a banner which was carried in parades in 1832. It was the first trades union in this country to make a fight for the eight-hour workday in 1869, which it won after a strike of over four months and has maintained it ever since.

* * *

Postoffice department officials expect to ask for an appropriation from the next session of Congress for the use of automobiles in collecting the mails at the first-class post-offices. The purpose is to ask permission to use the appropriation of \$410,000 for horse hire allowance. The recent tests in Buffalo have satisfied the Washington officials that they may be used to advantage.—*Ex.*

* * *

The finest labor temple in the world is in Paris. It was built in 1892 and cost the city about \$400,000. Eighty-two trades organizations have meeting places and offices under its roof, for which a light nominal rent is paid. The municipal council appropriates annually \$10,000 for its maintenance and the civil authorities agree it has done much good in promoting the well-being of the working classes.

* * *

A telegraph line is being built by the C. P. R. along the Columbia and Western Railway, from West Robson to Midway, B. C., and will be completed simultaneously with the track. It is already in operation between West Robson and Gladstone, about forty-five miles. Pending the completion through to Midway, the Vernon and Nelson Telegraph Company's line from Rossland to Greenwood is to be used for telegraphing as well as telephoning.

San Francisco papers state that \$5,000,000 in coin is being shipped from the mint in Carson City, Nev., to the United States sub-treasury in San Francisco, the money being handled in 5,000 bags holding \$1,000 each. According to this report the money is being shipped a car-load at a time.

* * *

The president of a large telephone system has offered to pay a million dollars for a telephone repeater which would be as efficient in telephony as the telegraph repeater is in telegraphy. From the earliest days of the telephone to the present time inventors have sought to make such repeaters, and as early as 1878 it was thought that the problem had been solved. It is probable that if such a plan is invented, the experiments leading up to it will be along entirely new lines, for already a large number of trained telephone inventors have tried their hands at it and have failed.

* * *

The progress of English trades unions is well illustrated in the following statement: Fifteen trades have statistical data dating back as far as 1850, have increased their membership from 24,737 to 224,948; twenty-eight trades dating back to 1870, show an increase of membership from 142,530 to 343,890, and thirty-four trades unions, or nearly one-fourth of the English trades unions, for which records dating back to 1875 are to hand, show a growth of membership from 297,615 to 456,373. The total number of English trades unionists is now estimated to be little less than 2,000,000.

* * *

The German government has placed some of its lands at the disposal of experimenters, who are trying to discover the best methods to apply electric power in agriculture. Both in Germany and France agricultural societies are encouraging farmers to study, practically, what is called "agricultural electrical engineering." Wind power and water power are utilized to produce electrical energy, which can be transmitted by wire to any desired place on a farm, and employed to drive plows, pumps and threshing machines and for many other purposes. Gas and petroleum motors are also coming into use for agricultural purposes in Germany.

It is stated that an automobile system will soon be in operation in Cleveland. The scheme will be to run the automobiles on schedule time in competition with the street car lines. The vehicles used will be covered and will be heated in cold weather. It is expected that a number will be in operation within sixty days.

* * *

A Massachusetts inventor has devised what is called a "mechanical rat." It consists of a piece of clockwork driving three rubber-tired wheels, which can be made to travel 400 feet by one winding of the spring. The diminutive automobile is first sent through a pipe to drag through a string, which can then be used to pull the wire or cable through, or pull a larger-sized string or rope of sufficient strength to haul the cable. It is said that it is much more expeditious than the old method of running cables through conduits by shoving sticks coupled together into the pipe one at a time until the first stick reaches the other man-hole.

* * *

Liquid air is now being used as a refrigerant, and three gallons, which cost only fifteen cents and which will not cost three cents next year, equal a ton of the coldest ice. One gallon of it in a refrigerator will keep everything at a freezing point for a week, and takes up less than forty cubic inches of space. Being dry as well as cold it stops decay in articles after it has set in. Already contracts have been let to build cars for the transportation of meat and fruits. The cost of the plant is so small and the process so simple that every little village will have one. Next year those who have millions or even thousands invested in ice plants will feel the discovery of liquid air.

At Liverpool, England, recently, a series of public tests of motor wagons was conducted under the auspices of the Self-Propelled Traffic Association. Six different types of wagons competed, carrying loads from two to three and one-half tons, up steep stone-paved gradients, with smooth iron tires. On the steepest grade, which was about eleven per cent., the motors stopped half way to test the power of restarting. Five out of the six wagons succeeded in meeting the requirements of this test. Other tests included a thirty-five-mile ride through the hilly streets of Liverpool, over rough roads and many bridges with steep approaches. The average speed made in these tests was sixteen and one-half miles per hour.

* * *

The collection of mail in Hartford by trolley-cars, operative since April 1st, has been highly satisfactory, and has benefited the service in many ways. Prompt advantage of the opportunity was taken by the people, and during the first month of the service, 22,209 letters and cards were collected from the boxes in the cars. This number was increased to over 30,000 in the second month, and in that number were 2,241 special-delivery letters. This was an increase of more than one-fourth in the number of special-delivery letters over May in the preceding year, showing ready appreciation by the public of this method of quick communication. From the extremes of the trolley-car routes a letter arrives at the post-office in a half-hour, and the subsequent immediate delivery of a special-delivery letter affords a cheap substitute for other messenger service. The probability of the establishment of a like service in other cities of the relative size of Hartford is increased by the good reports from that city.



PERSONAL MENTION

BORN.—To Bro. and Mrs. W. I. Stockden, of Orange, Va., on June 24th, a fine O. R. T. boy.

Don't forget that after September 20th, the O. R. T. will remove headquarters to St. Louis, Mo.

BORN.—To Bro. and Mrs. J. E. Hoffman, of Marshall, Va., on August 17th, a nine-pound O. R. T. boy.

BRO. WALTER BIDWELL, our old time "Roxie," has a story in the *National Magazine* for September.

BORN.—To Bro. and Mrs. J. W. Cobb, Rosenberg, Tex., August 27, 1899, a fine seven pound O. R. T. girl. Mother and little one doing nicely.

WANTED.—Present address of J. S. Knapp. Member No. 26, Buffalo Division No. 8. Send to F. A. Hallock, Local S. & T. Div. No. 8, 146 Rhode Island St., Buffalo, N. Y.

WANTED.—Address of Bro. John R. Boyd. Last heard of at Obion, Tenn.

W. E. REESE,
S. & T. Div. 72,
St. Joseph, Mo.

WANTED.—Address of Oliver P. Dillon. Last heard of working for Postal at Birmingham, Ala., July, 1898.

A. J. COLEMAN,
G. C. KENNEDY,
Howbert, Colo.

MARRIED.—Sister Alice A. Osborn, of Wolf Creek, Oregon, and Mr. W. A. McInnis, of Canada, were united in marriage August 9, 1899. The happy couple have the best wishes and congratulations of the fraternity.

WANTED.—Present address of Bernard A. Ashley. Last heard from was with Y. & M. V. at Clarksdale, Miss. Anyone knowing his present address will confer a favor by advising

L. M. TUDOR,
Rawlins, Wyo.

WANTED.—The present address of J. A. Livingston, last heard from was going West. Anyone knowing his whereabouts will confer a favor by writing me. Jim, if you see this, write me.

E. O. IVEY,
Poaler, Ga.

WANTED.—Present address of Bro. W. S. Semmes, last heard from at Bernelilo, N. M., Santa Fe railway, in 1898. If you see this, Bill, write me. Important.

S. S. McDERMIT,
Care of H. C. Viele, "Broker,"
109 Mill St., Akron, Ohio.

WANTED.—Present address of Winfield A. Marshall, a telegrapher. Last heard from was working at union depot, St. Paul, Minn., about eight years ago. Any information will be gladly received by his mother.

MRS. F. L. MARSHALL,
2517 J. St., Tacoma, Wash.

DESIRING to change location and get farther North, I would like to correspond with some brother in Iowa, So. Dakota, Minnesota or Wisconsin who would like to come to southeastern Kansas. Special advantages to a Republican, as I now have the postoffice at this place, located in the depot. Please give full particulars when writing and I will do the same in return. Address

JOSEPH CARR,
Agt. M. K. & T. Ry.
Angola, Kan.

MARRIED.—Bro. W. Hirlehey, operator at Beeton, and Miss Maher, one of the leading belles of Albion, were united in the holy bonds of matrimony, in Tottenham, early Monday morning, August 21st. The happy couple left by the morning train on a short tour through the eastern provinces, and will be at home in Beeton to their many friends about the latter part of August. The telegraphic fraternity will extend congratulations to Bro. Hirlehey, and wish the happy couple a long, happy and prosperous life together.

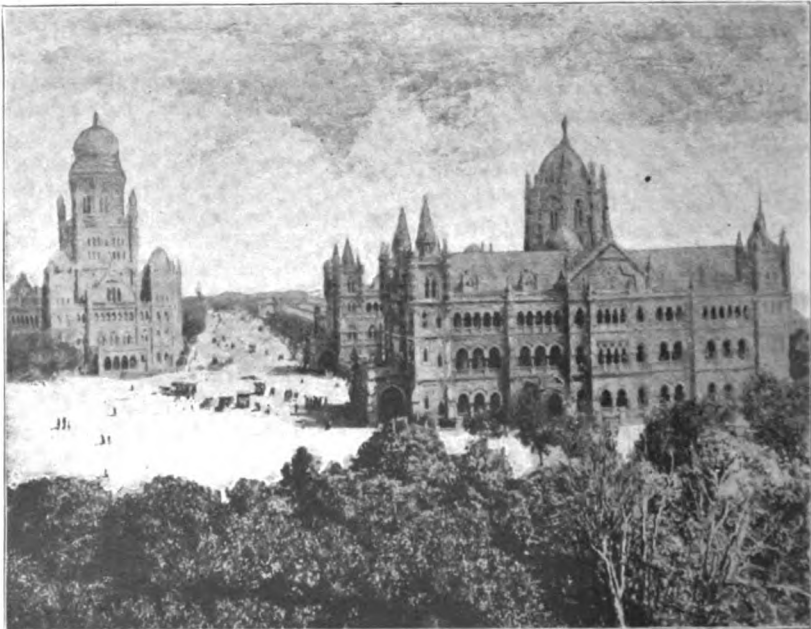
CERT. 216.

WANTED.—To know present address of Kay Bowen. Last heard from was working as operator for A. T. & S. F. Ry. at Glorieta, New Mexico. Kay, if you see this write me care B. A. & P. R. R. Freight Office, Butte City, Montana. R. C. POTTS.

MARRIED.—At the residence of Bro. W. Plumm, Ducke street, Wednesday, August 23, 1899, Bro. Andrew McConnell and Miss Lillian Morgan. The groom is agent and operator for the C. P. R., at Shusways, B. C. The bride is a beautiful young lady and until lately was residing with her friends at Hamilton, Ont. Our congratulations. CRR. 4175.

MARRIED.—Bro. Jno. W. Polen, of Steubenville, Ohio, was quietly married June 22, 1899, to Miss Eva B. Criswell, at the parsonage of the First Methodist church, Steubenville, Ohio, by the Rev. J. S. Reager. The bride was formerly a favorite and popular school teacher at New Alexandria, Ohio. Bro. Polen is a member of Division No. 52. The happy couple spent their honeymoon in Philadelphia and New York, and have just returned, and are now living at Steubenville, where Bro. Polen is operator for the P. C. C. & St. L. R. R. The couple have our best wishes for a happy and prosperous journey through life.

"JIMMIE."



RAILWAY STATION, BOMBAY, INDIA.

MISCELLANY

The Connellsville Meeting.

A LARGE crowd attended the union meeting at Connellsville, Pa., on August 19th and 20th, and it was in every way a splendid success. The *Daily News* says of it:

"Soisson Park was a mecca for railroad men Saturday and Sunday. Their union meeting was a success not in one or two features, but in every respect. The crowd was a large one on both days, and it could not have been more orderly. On Saturday 3,626 people were carried over the Suburban street car line, and one less than that number on Sunday. Nearly all of this crowd yesterday was hauled between the hours of two and five o'clock. Considering the crowd the service was excellent.

"Rutter's Band, of Uniontown, was the star attraction. Frank Rutter can justly claim to lead the finest musical organization in Western Pennsylvania, bar none.

"The orchestra and chorus under B. P. Wallace, with Mrs. Wallace as accompanist, received deserving rounds of applause after every number. The songs and choruses won the hearts of the people. The solos by Miss Laura Hite, of Pittsburg, a cousin of J. L. Stader of this place, were of the first order, and were much appreciated. Her voice is a strong one, and although the crowded pavillion was not the best place for singing, the effect was very good.

"The opening address by Rev. John T. Burns was very appropriate. He spoke of the great good the railroad unions are accomplishing along the line of the betterment of their members. W. E. Crow, Esq., of Uniontown, was not present, and A. B. Youngson also failed to put in his appearance.

"P. H. Morrissey, representing the Trainmen, spoke in a very interesting manner.

He spoke of the railroad officials and their leniency in treatment of the men.

"Mrs. M. E. Cassell spoke of the Ladies' Auxiliary to the Engineer's order. She told of the good influence it had on the men, and how the ladies worked for the interests of their husbands.

"M. M. Dolphin, of Kansas City, spoke for the Railroad Telegraphers, and the hours imposed upon the clerks in Connellsville. He says it is an imposition to keep the clerks up until nearly midnight.

"After a selection by the orchestra and chorus there was an address by S. G. Glasburn, of Scottdale. Glasburn is an employe of the Pennsylvania Railroad, and is much interested in the work of the railroad men. He stated that ten of the members of his home lodge were in the army, and that three of them would return with the Tenth from the Philippines. He recited a very thrilling poem, 'Asleep at His Switch.' Mr. Glasburn is a good speaker, and all the local meetings of the orders are the better for his presence.

"The next speaker was C. H. Wilkins, of Grand Rapids, Mich. He made a stirring address, telling of the birth and mission of the railroad orders with which he has been working for a number of years. Mr. Wilkins is a strong adherent of Brotherhood, which, he says, is the keynote of human happiness. The address by Jerry N. Weiler was omitted, Mr. Weiler being absent, and the closing prayer by Rev. Dr. Cartwright completed the exercises.

"The great crowd then started for their homes. There were no special trains run for the simple reason that there were no men to run them. All the extra men are pressed into service now, owing to the great freight traffic and the absence of so many men Sunday put the question of special trains entirely in the clear. In the evening the yard

was choked with cars waiting to be moved, and the call boy began his rounds before the men had changed their Sunday clothes for caps and overalls.

"The five orders at a meeting in the Opera House Sunday morning adopted the following resolution:

"*Resolved*, That the members of the five railroad organizations of Connellsville request the merchants of this city to reduce the long hours required of their clerks."

"This is a subject that was discussed quite extensively during the whole meeting. There is an organization of the clerks in Connellsville, but as yet have accomplished little toward the betterment of their condition.

"The dance of Saturday evening was a grand success. The large pavillion was crowded all evening. The prize waltz was won by C. W. Haller, of Cumberland, and Miss Bertha Whalen, of Connellsville."

NOTES.

The O. R. T. Committee, appointed by Division No. 52 when the union meeting at Connellsville was first thought of, consisting of Bros. Dwyer, Haines, Leichty, Trenberth and Getchell, certainly performed their duties in an admirable manner. As soon as they have received the money and unsold tickets from the different brothers, they will then be able to make a final report and show what has been done. The meeting was certainly a success, although not as many of the operators and trainmen could be relieved, on account of the scarcity of operators and the congested work. Another draw-back was the fact that the officials of the B. & O., had promised to have the men at Connellsville receive their August checks, but for some unknown reason this was not done, and consequently not as much money was spent, as otherwise would have been done.

Bro. J. W. Barber accompanied Vice President Dolphin to the meeting, as Bro. Dolphin was under the impression that Connellsville was located across the river from Pittsburg, and was much surprised when told it was fifty miles distant. Bro. Dolphin received a rousing reception on the arrival of the train at Connellsville by the reception committee. He made a speech at the secret meeting in the morning, and also at the park in the afternoon.

We were pleased to see Bro. Doyle, dispatcher on the P. V. & C., at the meeting, he having arrived on the Saturday previous. Bob certainly looks the picture of health, and shows that country life agrees with him.

Bros. Konenkamp, of the P. V. & C., Clendennen, of the P. & L. E., and Sager, of the Eureka Coal Co. at Smithton, arrived on a later train, and were cordially welcomed.

We were also pleased to see the smiling face of Dispatcher Bro. Smith, of Connellsville, who was circulating around, showing the visiting brothers a royal time.

"JIMMIE."

He Could Get Another Wife.

A MIDDLE aged farmer of German lineage suffered the worst of a mix up with an Erie train on one of the East Buffalo crossings, and in it his wife and horse had been killed, his wagon demolished, and he himself had received a few bruises. For these injuries and losses he had brought a suit for about \$20,000, but as it was a toss up as to who was the negligent party, the Dutchman was perfectly willing to settle, instead of fighting for his \$20,000 in the courts.

He appeared at the office of the road's attorney, and after considerable bargaining said he would accept \$200 for his horse. To the attorney this seemed a rather long price, so he asked the man what he wanted for his wagon. The Dutchman said he would take \$100.

"No; that is impossible," responded Mr. Marcy. "Why, it would cost a fortune to pay for your wife's death if you value your horse and wagon so highly! I guess you will have to continue the suit."

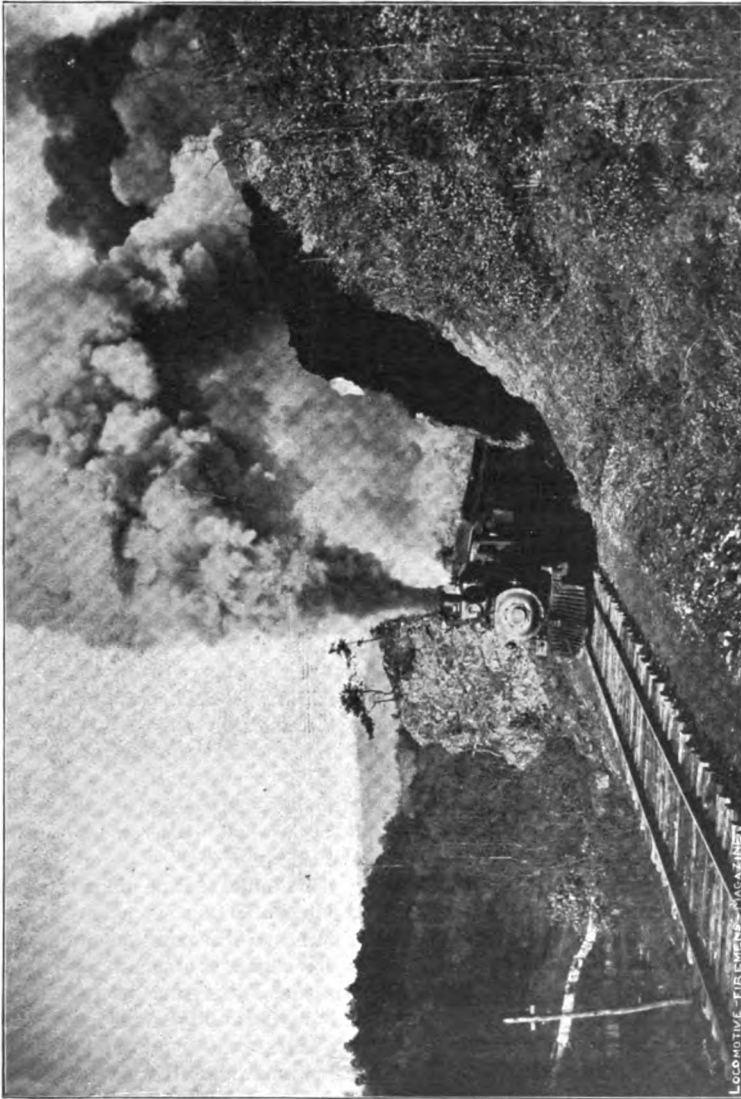
"Ach nein!" began the German. "Schust listen to me once. See hier. You gif me swei hundert for my horse and a hundert und fifty for der wagon und er—er—twenty-five fer der harness, und I vill call it square about de wife. I can get another wife, but the horse und wagon, ach, dey would cost much money."

Needless to say a settlement was soon reached, which was highly agreeable to both parties.—*Buffalo Times*.

Sending Pictures by Wire.

THE Telediagraph is a new machine recently introduced into a number of newspaper offices, the bare description of which is enough to give a code

remainder of the surface of the plate is covered with non-conductive paint. The plate is then placed around a cylinder and the machine, which is operated by an electric motor, is started. The arm bearing the tracer has its base upon a finely threaded



MAKING THE ASCENT NEAR HOT SPRINGS, VA.—C. & O. RY.

man spasms. The following description of it is taken from the *Fourth Estate*:

"In transmitting a picture it is first stereotyped on a flexible metal plate. The outlines of the picture are exposed while the

rod and gradually moves to the left until the entire picture has been covered by the tracer.

"Both sending and receiving machines are governed by a simple synchronizing arrange-

ment, so that both machines are regulated in their speed automatically and must run exactly together. The tracer at the sending point controls the current on the wire and closes the circuit whenever it comes in contact with the exposed lines of the picture.

"At the receiving end, the apparatus is similar to that at the transmitting point. The projecting arm over the cylinder, however, is provided with a stylus controlled by an ordinary telegraph sounder. Around the cylinder are wrapped several sheets of paper, with carbon copying sheets between them. The sounder bearing stylus closes down on the cylinder and copying paper, recording the most minute lines in the original picture as the tracer at the sending point passes over them.

"In transmitting written or printed matter, the process is the same as above noticed, except that the copy is either written or copied on a flexible brass or metal plate, the circuit being broken whenever the tracer strikes the ink, which is non-conductive. In this case, the receiving instrument is reversed so that it records on the paper the opening instead of the closing of the circuit.

"The synchronizing arrangement is ingenious, and is arranged so that, no matter how many machines there may be cut in along the line, it is not necessary to have an operator or an attendant to care for them. The operator at the transmitting point can easily correct or regulate the speed.

"It is claimed that by using an enlarged cylinder a half or even a full newspaper page or matrice form can be placed in a transmitting machine, operated, say, in New York City or Chicago, and reproduced simultaneously in practically all of the leading cities of the country within a few minutes."

The Workman Has the Power.

THE workingman of this country has a stronghold for his defense. It is not for him to whine. It is not for him to threaten or bully. In politics is his power. The workingmen in this city can elect their Mayor and other officers if they please. Those of the State can elect its Governor and Legislature if they please. They can, if they please, send to Congress

their actual and proper representatives. They have it in their power to enact and enforce such laws or measures of any kind upon every subject as may seem to them necessary to secure their rights, succor their interests and promote their welfare. They can by the simplest means take to themselves the authority which belongs to them under the Constitution. — *John Swinton, in the New York Evening World.*

A Family Affair.

THE first trick I ever held," said the old operator, with a reminiscent smile, "was out on the desert of Utah. It was a dreary spot, containing nothing but the telegraph office, and an eating station for the accommodation of the overland passengers.

"Part of my duties was acting as cashier at meal time, not a very difficult matter, and something that I was thankful for, as it added a small sum to my salary, of which the total amount was not large enough to cause me to dream of getting rich.

"My first experience as cashier was a trying one. The first to file past my desk was a woman. When I looked at her inquiringly, as she was about to pass on without showing any intention of paying, she said that her husband would settle. The second and third said the same thing.

"I glanced down the line that was filing past and discovered that there was only one man in it, and he was at the end.

"Where is your husband, madam?' I inquired of the fourth, thinking that I was being worked with some sort of flim-flam game.

"She indicated the old man at the end of the line, and I let her pass on.

"I asked the same question of the fifth, and received the same answer. Confident now that I was being worked, I seized hold of her shawl and detained her.

"There was an uproar immediately, and the old man darted forward and demanded what I was doing.

"This lady says she is your wife,' said I.

"So she is,' he snapped.

"And the other woman?'

"Is mine, too,' he shouted.

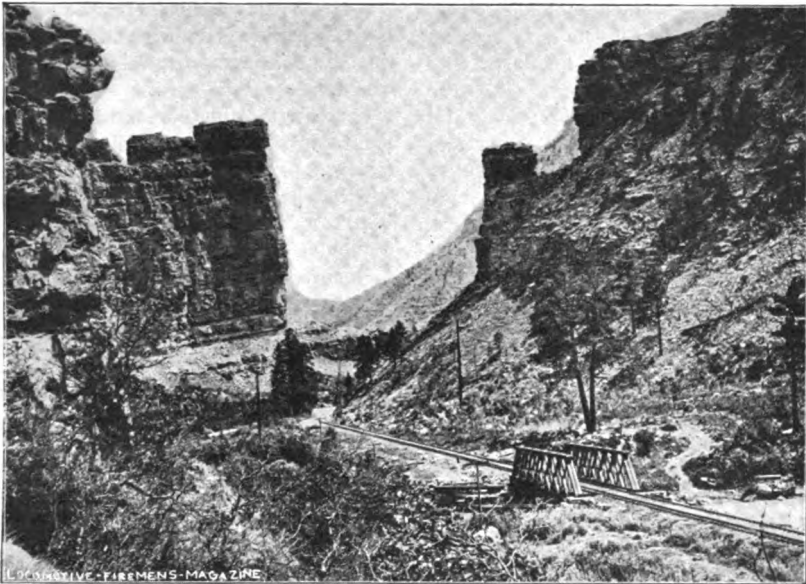
"I had forgotten that I was in Utah." — *Detroit Free Press.*

The United States Signal Corps.

THE opening of the Spanish-American war found the Signal Corps with its means and methods of electrical work fully determined on and accurately formulated. It had very few officers and men, all carefully selected through promotion by merit, and a strictly limited equipment, but its officers were abreast of modern electrical inventions, and its enlisted men skilled telegraph operators, practical electricians and linemen. It needed only money and authority to develop this skeleton corps into a large organization, competent to build

lines conforming best to exigencies of field service, as disclosed by past experiences. The running gear is strictly interchangeable with that of army wagons.

The standard flying telegraph train for an army corps, which is the signal corps unit, provides instruments, batteries and material for the construction of 100 miles of line. The battery power is obtained from Eagle cells, one for every mile of line. The wire used is seven-strand, composed of six steel and one copper wire, weighing about 100 pounds to the mile; for extraordinary purposes sixteen miles of this wire is highly insulated. The instruments for sixteen



CASTLE GATE, COLORADO -- R. G. & W. RY.

flying telegraph lines, to install telephone exchanges, to lay and operate submarine cables, and to construct and maintain electric light systems wherever and whenever the military exigencies required. The flying telegraph train had been brought to a high degree of excellence. With necessary instruments and batteries the weight is yet so light that the entire plant for 100 miles can be carried in eight army wagons, to which suitable signal corps appliances can be readily attached. To insure speedy and satisfactory operation, wire, battery and lance wagons have been constructed on

offices and eight separate lines comprise sixteen sounding relays, sixteen vibrators and two telephone switchboards. The special vehicles consist of two cable wagons, two battery wagons, eight lance trucks and eight wire wagons. A cable wagon carries eight miles of insulated wire, and in addition two miles of light copper-armored cable, for crossing swamps, rivers or arms of the sea.

These cables are mounted on six reels, by which they are readily distributed or recovered; in case of necessity, the reels can be removed and the distribution and recov-

ery made by hand. Each wire wagon carries ten miles of naked wire, and is provided with instruments and battery material, so that it may serve as a telegraph office. The battery wagons are arranged for use as a central telegraph station, having batteries, blanks and everything necessary for intercommunication, and in addition, are fitted up as telephone exchanges. A lance truck carries 300 lances with detachable hard rubber insulators. The lances are of tough, light wood, eighteen feet long, and every fifth lance is provided with an extension butt five feet long, for use at road crossings or other important points.

Aerial lines of naked wire are usually constructed, but in emergencies, such as existed at Santiago and in the recent operations in the Philippines, the insulated wire is stretched along the road or thrown into the underbrush and thus used for days at a time. The Signal Corps has devised and approved many instruments for field telegraphy and telephony. The greatest single improvement is a device invented by Col. James Allen, Signal Corps, known technically as vibrator, type D. It is a portable kit, weighing less than ten pounds, carried by a signal man, and is operated either with a telephone or vibrator. When inserted in a regular telegraph circuit it enables operators to send two messages simultaneously, either in the same or opposite directions, and also permits simultaneous use of the telegraph or telephone. The latest plan of the Signal Corps is to have the cable and telegraph equipages fitted with electrical power. By the introduction of electrical automobiles, the battery power is present in such form that it can be used either in connection with telegraphic operations or as a motor, according to the necessities of the occasion.—*Genl. A. W. Greely in Ainslee's Magazine.*

Strikes Bring Reform.

NO STRIKE ever fails in the end, if the demands of the strikers are just. The strikers may, of course, be starved or threatened or clubbed into submission, *but the influence of the strike goes on.*

A strike arouses public sentiment and exposes evils which people knew nothing of before.

All manner of remedies are discussed, and finally the majority of the voters agree upon the most sensible remedy, and vote accordingly.

For instance, seven or eight years ago there was a big strike in New Zealand. The strikers were compelled to yield, after a long fight, and it seemed at first as if the strike had been a failure.

But the working people had been stirred up and welded together by the strike, and at the next election the majority of the candidates elected were laboring men.

A labor party has been formed, which has been in power ever since, and has made New Zealand the most progressive country in the world.

It has a thorough workingmen's government and guarantees employment to every citizen.

It has put the following reforms in operation:

Woman suffrage.

Government loans to workingmen.

Compulsory arbitration.

State farms for unemployed.

A practical application of the single tax.

Government ownership of railroads, telegraph, etc.

Eight hour day.

All these reforms, and many other smaller ones, were started by the failure of a strike.

The men struck first as workers and failed; *then they struck as voters, and succeeded.*

Here is a pointer for the strikers of Brooklyn and New York. When you strike at the ballot-box you can better your condition without running the risk of losing your job.

The failure of the engineers' strike in England two years ago has resulted in a federation of all the labor unions in the country, and it is likely that at the next election the labor vote will be a unit.

The progressive steps taken by the London county council date back to the great dock strike.

So whichever way the strike of the street car men goes, the final result of it will be the observance of the ten-hour law and the public ownership of all street railways.—*New York Journal.*

A Michigan Yarn.

A GROUP of railroad men sat together one day last month on the cool and airy office balcony of the union depot. They were conductors and engineers for the most part, though some of them had seen service in many branches of railroading. As they smoked and chatted and listened to the puff, puff of the engines and the clanging of the bells in the yard below they were reminded of mishaps and adventures that had befallen them or their acquaintances in the course of many years on the road. As their cigars grew shorter their stories grew longer and stronger until one wound up a lurid tale bristling with shining pistol barrels, flaring torches, cracks of revolvers, frightened passengers, and masked bandits in a midnight setting on a lonely Nebraska prairie.

"Well," said the Old Timer, when the silence following this recital began to grow oppressive, "you can talk about the wild and wooly until your tongue is tired, but I'll tell you there was a time right here in Michigan when we trainmen had customers to deal with that would simply have telescoped and derailed all the reckless highwaymen west of the Missouri."

"When was that?" asked the former speaker, dubiously.

"That was along sometime after the war say in the early seventies, and the place was up in the woods in the northern part of the lower peninsula. Those were the days when the great lumber camps were in the height of their glory. A single railway track ran up into the heart of the forest and was used all winter for hauling logs and freight. Men went up into the woods in the fall of the year and came out in the spring. These were about the only occasions upon which a passenger train went up into the wilderness.

"It was all right taking the lumbermen up in the fall. That was easy. They were dead broke, perfectly sober and as quiet and orderly as a Sunday school class just before Christmas.

"But coming back!

"They were the most obstreperous passengers a conductor ever had to collect fares from. The way those wild-eyed woodsmen coming out in the spring would pile into

the cars and scramble through a train would take the nerve out of most any conductor in the United States today. They were like a band of school boys just let out for a lark, only ten times more dangerous. Their pockets were stuffed with greenbacks and a whisky flask. They shouted and fought, cursed and sang out of pure high spirits. They were good natured as a rule, and only anxious to get home and spend their money, but any show of restraint upon their actions or movements would plunge them instantly into an ugly and furious temper.

"There was a conductor working for the Detroit, Lansing and Northern in those days whose name was McLaughlin. He was a professional wrestler before he took to railroading, and was considered one of the best in the country. He was a man of fine physique, strong, lithe and over six feet tall. He it was whom they always sent up to the camps to bring the lumbermen home, and as he never failed to collect at least three-fourths of the fares he was looked upon as a wonder.

"The log-rollers came to know him in time and had very great respect for his prowess. They looked for his coming in the spring and sometimes arranged friendly bouts between Mac and whoever happened to be the champion scrapper of the season.

"But there came a spring at last when Mac did not appear. He had left the D., L. & N. and gone West. I think he now runs on the Northern Pacific out of Minneapolis. In his stead the wondering lumbermen now saw a medium-sized man that in no respect resembled the muscular and giant-framed Mac swing off the train when it slowed up at the station in the woods. The new conductor was Johnny Hall who had been sent out to do the best he could in Mac's place.

"The passengers-to-be immediately proposed to themselves what they thought would prove a humorous and agreeable pastime. Every man jack of them agreed not under any circumstances to pay his fare to the new conductor. So they boarded the train in high glee at the prospect of a free ride home.

"Meanwhile John Hall had not failed to notice a few signs which, when he remembered the evil repute in which his passengers were held by all railroad men, gave the

future an ominous look. He walked forward and spoke a few words to his engineer. 'You can't get back to civilization a minute too soon, Steve,' he said. 'Jerk her through the woods for all she'll stand.'

"It was just nightfall when they pulled away from the lonely station and plunged into the gloom of the forests of hemlock, pine and tamarack that lay before them for a hundred and fifty miles. Johnny Hall started at once to collect his fares. He appeared at the rear end of the last car with his punch in his right hand, his lantern hanging from his left arm and one burly brakeman alongside of him.

"There was one husky woodchopper in the last seat. 'Fares, please,' said Johnny.

"'Fares be d —,' said the passenger.

"The other passengers continued their conversation or gazed unconcernedly through the windows into the black night.

"'Pay your fare or get thrown off the train,' said the conductor in even tones.

"Like a gladiator waiting for the word, the unruly passenger prepared to spring upon his victim. He half rose from his seat when something happened. The pliers which the conductor carried in his right hand had suddenly met the passenger between the eyes and he tumbled to the floor. It was blow for blow, and Johnny Hall knew better than to let his antagonist get in the first one.

"'Cover 'em Bill,' he said, and the big brakeman instantly whipped out two murderous looking Colts and turned them upon the astonished occupants of the car. Nobody stirred while he sung out: 'Anybody that tries to leave this car is a dead man. Keep your seats!' All kept their seats, and everybody paid his fare, too. No one had any arguments that could stand up against the muzzles of two loaded guns and once having paid, they wanted to see everyone else pay, too, so they made no interference.

"In the second car no one knew what had happened in the first. But the moment the two men stepped inside and the door slammed behind them, the eyes of everyone there caught sight of the two revolvers. In the twinkling of an eye the hand of the man in the first seat reached his hip pocket. But even before he could draw it away Johnny Hall's lantern had circled through the air

and come down with terrific force, flooring him instantly.

"'Throw up your hands,' shouted the brakeman at the same moment and all the other passengers in the car had a race to see who could get his hands up over his head first. They went through the car from the last seat to the first and got every fare in cash.

"After that Johnny came to the conclusion that it was a waste of time to stand upon ceremony. So the first intimation the occupants of the remaining cars got of the advent of the conductor was the sharp command hurled at them in stentorian tones: 'Throw up your hands!' and the sight of two loaded pistols turned point blank upon them. The conductor would ask each one how far he was going, take his money out of his pocket, make the right change and put it back. Then he would pass on to the next.

"And that is the story of how Johnny Hall held up his own passengers. Steve, at the throttle, was jerking her through according to orders. They smashed along through the woods, tore across lonely swamps and rattled over shaky wooden bridges. Red flames shot out of the smoke-stack into the dark night and the cars lurched from side to side as they banged along.

"Johnny Hall continued on the road many years and became one of the most popular conductors in the state, and it was only the other day that he made his last run; and I know that Johnny Hall was plucky to the end, for a braver man never ran a train out of Detroit."

Keeping Them in Line.

TYPOGRAPHICAL UNION No. 80, of Kansas City, has a hustling secretary in the person of Samuel J. Lewis, who seems to be a professional notice writer. Here is his latest effusion:

"Don't be a 'bump on a log' (and a sun-burned bump at that); don't spend every Sunday on the bank of some muchole with a fishpole in your hand and a bottle of bait in your hip pocket. Give the fish a rest for once and come down to labor headquarters next Sunday at two p. m., and attend the regular monthly meeting of Kansas City Typographical Union No. 80, which will be

held on that day. There are still a few uncaught fish in the pond of Kansas City printerdom, and we're going to do a little fishing for them on our own hook. Our line will be the solid phalanx of our 275 members; our hook will be the strong hook of public sentiment, liberally baited with bait consisting of an honest day's work for an honest day's pay. We also have a small can of bait, the ingredients of which are a deep secret, but if you come down Sunday you'll learn what it is, for they say it is very fine bait. With this equipment we expect to land the gamest fish that ever swam. (He won't be able to break our line anyway.) The campaign has been started and we have already landed a few fish, but on account of our 'surprise' bait we expect them to bite better after this meeting. If you attend our fishing party next Sunday you will hear some very good reports of the results obtained by the committees that have been investigating the smaller ponds in this vicinity during the past month. You will also learn just exactly how we are situated at present, and what the prospects are for the future. No. 80 is fishing for mighty big game at this time, in fact the biggest game she ever went after, and all the signs of the zodiac point to an unusually large catch next Sunday. Why not come down and throw in your own line? Will you come?"

Flies Stopped the Train.

WHILE sitting around the fire in the construction camp of a western railroad one evening we heard an intelligent and conservative railroad official make the statement that in his railroad experience he had met with two scenes which could never occur again in this country. He said he had seen a train stopped by a herd of buffaloes, and he had seen a train stalled by grasshoppers. He, of course, proceeded to relate in detail the circumstances of these unusual occurrences, so that the assertions made were received without question. As to the buffalo part of the story his statement is evidently indisputable, but in the evolution of things the grasshoppers may come again. This narration is called to mind at this time by an occurrence of similar character on the Lehigh Valley road in May, when a heavily loaded freight train

on the Lehigh Valley road was stalled near Homet's Ferry, Pa., by swarms of shad flies which had alighted upon the rails. The crushed insects lubricated the rails very frequently, and after the sand on the engine gave out the train came to a standstill. After studying the situation a little the trainmen swept the rails for a distance, and finally tied brush to the cowcatcher in position to clear the rails, when traffic was again resumed. The presence of these insects in such unusual numbers is accounted for by local authorities in this way: The shad fly is found principally along streams of water, and in this part of Pennsylvania is used for bass bait. The Lehigh Valley tracks at the point named run near by the Susquehanna River, and, the weather being a little cold at that time, when the sun came up the rails were considerably warmer than the ground immediately along the river. The warmer climate in the vicinity of the track attracted the shad flies, which alighted on the rails in swarms, completely covering them. Although the facts necessarily sound somewhat "fishy," they were, nevertheless, substantiated to us by reliable parties.—*Ex.*

Early Travel by Rail.

TRAVELING is now so easy, and used to be so difficult, that it is hard for us to realize that the introduction of so useful an improvement as the "iron horse" was not immediately and universally welcomed; but it was not. In an old family letter are recorded the impressions of an early traveler by rail, after her first journey behind a locomotive.

"The speed is very terrifying," she wrote, "and the clattering and jolting inconceivably unpleasant. The atmosphere is less oily than I expected; but, on the other hand, there is so much soot and grime upon everything, even shortly upon the faces and hands of the travelers. Then the appalling screeches proceeding from the locomotive engine, which it gives out on coming to a stop and at other times, are most distressing and discordant.

"It is a method of travel with but one advantage, a saving of time; and with more disadvantages than can be enumerated, beginning as they do with Danger, and concluding with Dirt.

"Between cities of large population, whence the necessities of business force men to hasten to and fro, and for the carrying of goods and merchandise, the railroad is no doubt destined to fill a useful position. But that it can ever be employed for ordinary travel, after public curiosity is satisfied, by individuals of leisure and good personal habits—by gentlemen and gentlewomen, in short—or even by cleanly and comfortable people not gently bred, unless in cases of necessity, I cannot believe."

It is easy to sympathize with this dainty lady's dislike of grime and noise, but what would she have said could she have lived to ride in a parlor car, dine at a flying buffet, or sleep away a journey of 300 or 400 miles, secluded in a comfortable berth?—*Youth's Companion*.

Soldiers Running a Railroad.

THE versatility of an American regiment is aptly illustrated by the recent demand made on the Twentieth Kansas. When Calococan was reached by General MacArthur about four miles of the Manila and Dagupan Railroad was within the American lines, and from out the ranks of the Kansas regiment there came expert track repairers, engine drivers, firemen and all the many other required employes for the operation and maintenance of the line. Within a day a "division" had been organized, manned and set going with a corporal in charge as superintendent. As the columns have fought on to Malolos and beyond, the bridge gang has come out from the various companies of the same regiment, and, with "false work" or other ready device built up damaged structures so that now the trains of the "Twentieth Kansas Railroad," as the men have dubbed the line, whistle for stations and grade crossings in approved American style, as they hurry supplies to the North or bring in the sick and wounded from the front to the great reserve hospitals. The whole operates with as great regularity of service as that maintained by the Santa Fe or Union Pacific, in the Sunflower State itself. The American forces having taken over the line completely, the directors of the English company that owns the road have naught to do

but prepare what will undoubtedly be an enormous bill for "interrupted traffic," "prospective profits," etc., to be presented to Uncle Sam when he shall have released to them their "teakettles," "sidedoor sleepers" and "approximately parallel streaks of rust."

The men of the command, like all soldiers, are much given to song. A great favorite in their repertory has an oft-repeated refrain, "Oh, let it be soon!" and when the company rhymester introduced a new stanza that had to do—"When shall we sail, through China Seas, to wives and sweethearts dear?" the chorus, a hundred strong, "Oh, let it be soon!" found a perfect echo in many hearts back on "the line."

To Railroad Men.

THE *Journal* is advised by J. J. Kinsley, secretary of the Allied Printing Trades Council of Chicago, Ill., that the *Chicago Record* and *Daily News* are now soliciting subscriptions in connection with the "Universal History," published by the non-union firm, W. B. Conkey Co., Hammond, Ind.

As the two papers are now engaged in a controversy which, if successful, will mean the disruption of the printing trades of Chicago, and will have a telling effect on all unions in consequence, we advise the members of our organization to pay careful attention to the admonition of Mr. Kinsley. We have been informed that the railroad men west of the Mississippi are being thoroughly canvassed, and call their attention to the matter, that they may understand thoroughly what they are doing.—*Railroad Trainmen's Journal*.

Trades Unions.

Establish fraternity and discourage selfishness.

Increase independence and decrease dependence.

Don't wait until tomorrow; tomorrow never comes.

Cheer the home and fireside and make the world better.

All wage-workers should be union men. Their progress is limited only by them who hold aloof. Get together, agitate, educate and do.

Uses of Liquid Air.

THE liquefaction of air is one of the scientific achievements of the last quarter century. In the first successful experiments only a few drops of liquid air were obtained, but six or seven years ago the British scientist, Prof. James Dewar, demonstrated that it could be produced in quantity. The expense, however, was enormous—a pint costing about \$500. Now comes Charles E. Tripler, an experimenter of this city, who declares that he has produced gallons of liquid air at a cost of about twenty cents a gallon. He further claims that liquid air can be used to make liquid air in larger quantities—that he has actually obtained ten gallons from three.

He holds that there is no reason to doubt that this process can be repeated indefinitely, and that, therefore, liquid air can be produced in unlimited quantities at practically no cost (except, of course, that of plant and labor). Mr. Tripler also expresses confidence that the commercial and scientific applications of liquid air are so numerous and so important that it must effect no small revolution in modern life.

"It is a fact of science," said Mr. Tripler, "that air liquefies at a temperature of 312 degrees below zero. The problem has been how to obtain, and subject air to, that degree of cold. I have discovered that air—compressed air—can be so used as to produce that degree of cold, and, consequently, to liquefy other air; and I have invented a machine by which the liquid product can be made in great quantities at a low cost."

Liquid air is a clear and fluent substance, which, upon exposure, evaporates rapidly in a heavy mist. It is so intensely cold that the hand held over it is speedily chilled. If the hand is plunged into it, the sensation is that of burning, and unless it is immediately withdrawn the skin is blistered and seared. When the hand is removed, it becomes almost instantaneously dry, for the liquid which had adhered immediately gathers in bright beads that drop heavily to the floor.

For liquid air, as power, Mr. Tripler claims that it has about one hundred times the expansive force of steam; that expansion immediately begins under the influence of the prevailing temperature, and that every additional degree of heat applied yields

twenty pounds of pressure. Steam pressure is not obtained until water has been heated to a temperature of 212 degrees Fahrenheit, and each additional degree of heat produces only one pound of pressure. He asserts, moreover, that liquid air can be applied as a substitute for steam to any engine, with substantially no further change than the displacement of the boiler by the smaller and lighter receptacle holding the air. Its general adoption, therefore, as motive power, would not mean the discarding of expensive engines now used. Hence, the first cost of its adoption would be slight, and, with its vastly greater potentiality, it must (he claims), supersede steam, if it can be made cheaply enough.

For that Mr. Tripler provides by his application of liquid air to the manufacture of larger quantities of liquid air. He asserts that he has accomplished such a result; that he first used steam as the power requisite in the process of making liquid air; that he took liquid air thus made, applied it to an engine as a substitute for steam, operated the engine thereby, and used the power thus obtained as he had used the steam power.

"I find in this matter," he said today, "I have been generally misunderstood. I don't claim to create energy, to make something out of nothing, to upset any of the laws of nature. I do say, though, that the scientists have been wrong in some of their notions, and that they will have to change them. I assert that by the use of a given quantity of liquid air, substituted for steam power, I can make, and have made, larger quantities of liquid air. I use over and over again the liquid air employed in the making. It seems simple enough to me, and the principle is so simple that it ought to have been grasped by any scientific mind at once, but, to my surprise, it has not; what my critics say appears plausible, but in fact their contentions are all aside from the mark, for they have got hold of the wrong end of the proposition, and do not comprehend at all what I am about."

"Then, whatever the *modus operandi* may be, you distinctly claim that by the use of any given quantity of liquid air you can make a larger quantity?"

"I positively and absolutely make that claim."

"You claim also that by the use of three gallons of liquid air you have produced ten?"

"I have done that very thing," replied Mr. Tripler, with emphasis.

"Does its success as a great revolutionizing agency in modern industry and life depend upon the production of larger quantities from given quantities?"

"If I had not achieved the abolition of steam in the manufacture of liquid air, I should have accomplished nothing. That is, although liquid air might still be of use in some special applications—as, for instance, in surgery and medicine—it could not become the supreme and universal power-producer which I expect it to be."

"Do you believe that it will supersede steam?"

"I do—for the traction of railway trains, for the propulsion of ships, and for the operation of machinery in general. As a motive power, its advantages over steam are great. It will cost far less; it will save bulk and weight of plant and apparatus; it will be vastly more efficient."

"Do you expect that its use will enable railway trains and steamships to attain greater speed?"

"I do look for such a result. There is every reason to believe that, given this greater power than steam, higher speed can be produced."

"How would it be used—stored or made in transit?"

"It seems to me quite feasible to make it in transit, not only on steamers and trains, but also in flying machines."

"You believe that it brings nearer the day of aerial navigation?"

"Certainly. There is no other agency which, with such small weight and bulk, can produce such motive power as liquid air."

"To what extent has it been used in surgery and medicine?"

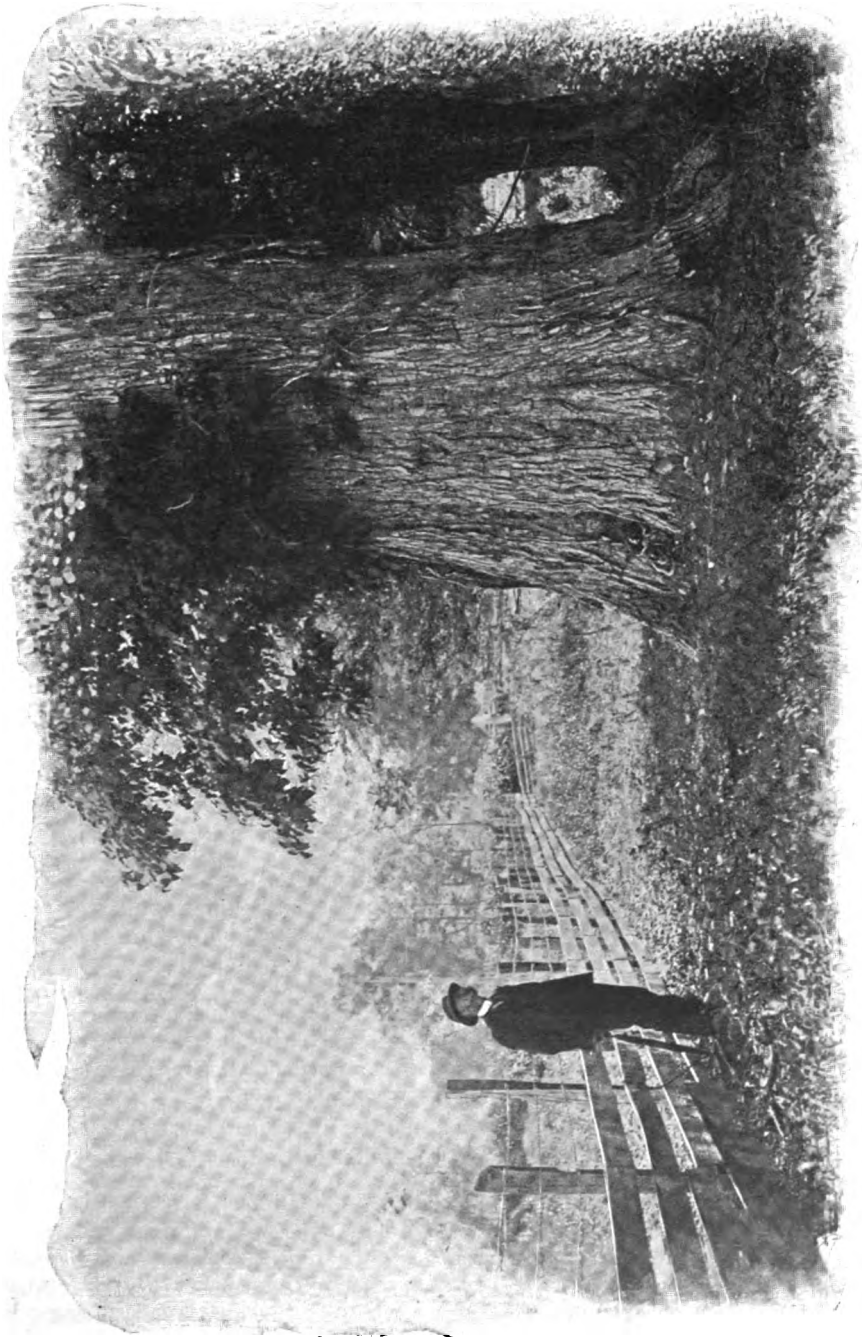
"Thus far cancer has been treated with it, and the most gratifying results have been obtained. It is too early to say just what its value is. I do know that its application to cancer has stopped the spread of the disease, and in one case the wound has contracted to a very small one. In another case, after a number of applications to a cancer on the breast of a woman, it fell out into the

operator's hand. A number of cases of cancer have been under treatment, and in all which were in incipency or had not been rendered incurable by the free but vain application of the knife, it has arrested the cancerous growth. It has, besides, a marked effect in removing the pain accompanying the disease. A patient suffering from cancer of the nose said that the shooting pains which had previously afflicted him disappeared entirely after the first application of the air. It is quite possible that it may have some special value as a local anæsthetic. It appears certain that gangrene can be arrested long enough for amputations to be made that will save life. But, of course, I am not a physician or a surgeon, and it is not the curative properties of liquid air which have chiefly interested me. Its use in medicine and surgery is now under careful study by two physicians whose names I willingly give you in the hope that some of the numerous inquiries addressed to me will hereafter go to them. They are Dr. J. W. Childs, of Nyack, and Dr. G. Fish Clark, No. 515 Decatur street, Brooklyn. I may add in this line that liquid air appears to be an irresistible germicide, and that I think I have incidentally discovered means by which it can be so applied as safely to reach the lungs and destroy the bacilli of tuberculosis. Indeed, the physicians have succeeded in applying it to parts of the body where I thought it could not be applied, and, therefore, it seems a distinct probability that means will be devised by which disease germs, wherever they may be in the human body, can be reached and killed.

"As for its use for refrigerating purposes, that is as wide as the need of refrigeration is. Ice can be made with it; it can take the place of ice in refrigerators; it will be useful in packing houses, in markets, in hospitals, and in hotels and houses in summer.

"As a substance capable of being made into an explosive of tremendous power, you have the testimony of greater experts on that subject than I am."

He referred to Hudson Maxim, the brother of Hiram Maxim, who had been present in the laboratory a few days before, drawn by the reports which he had heard of the possibilities of liquid air as an explosive. Mr. Maxim had been told that a small quantity of cotton waste saturated with liquid air had



COTTONWOOD TREE NEAR SCOTT STATION. *Courtesy—St. Louis & Southwestern Ry.*

been placed in a small iron pipe, which had then been encased in a larger pipe as protection from the possible effects of the explosion, and that by means of a long fuse the waste had been touched with fire; he had been shown the fragments of the inner pipe and two great holes which had been blown through the outer one. Mr. Maxim desired to see precisely the quantity of cotton waste which had been used, and to know whether the ends of the pipes had been closed. The merest palm-ful of waste was exhibited, and the ends of both pipes, he was told, had been left open.

"There is no explosive in use," Mr. Maxim declared emphatically, "which, in such small quantity and with so little confinement, could have produced anything like this effect." His interest was so much aroused that he at once made an appointment with Mr. Tripler for a business interview, on the use of liquid air in combination with an explosive which Mr. Maxim had invented.

"It was said by Mr. Maxim that the question arose in his mind whether the volatility of liquid air was not prohibitive of its commercial use upon a large scale. Do you not apprehend difficulty from this cause?"

"I do not regard it as at all a serious impediment; in many cases the volatility of liquid air would be directly in its favor, as Mr. Maxim may discover upon closer acquaintance."

Mr. Tripler said that he had not yet granted rights under his patents except for a "few little things." He had received bushels of applications from all parts of the world, but had not sufficiently worked out the various applications, or fully enough organized the invention on its business side, to introduce it at once into industry on a large scale. As to the cost of liquid air, he said that even if steam were used to make it, it could be produced more cheaply than now, for his steam plant was small, and was operated without special effort at economy, and yet it liquefies the air for twenty cents a gallon.

Professor W. C. Peckham, of Adelphi Institute, Brooklyn, from whose pen an article on liquid air appeared in the April *Century*, has also written on the subject in the *Scientific American*. In the latter journal he has given this description of the plant and process of Mr. Tripler:

It (the plant), consists of a triple-air compressor, a cooler and a liquefier. The compressor is of the ordinary form, having three pumps upon one piston shaft working in a line. The first gives 60 pounds pressure; the second raises this to 750 pounds, while the third brings the air under a compression of 2,000 pounds per square inch.

After each compression the air flows through jacketed pipes, where it is cooled by city water. For this work about forty-horse power is employed. After the third compression the air flows through an apparatus which disposes of some of its impurities, and it passes on to the liquefier. It is this part of the apparatus which constitutes Mr. Tripler's special invention. By means of the peculiarly constructed valve, whose details are not made public, a portion of the compressed air is allowed to expand into a tube surrounding the tube through which the remaining air is flowing. This expanded air absorbs a large amount of heat from the air still under compression in the inner tube. The contents of the inner tube are thus cooled. In this way the air is brought below the temperature of liquefaction and its pressure is very much reduced, so that, upon opening the valve at the bottom of the apparatus, a stream of liquid air is received, flowing out with scarcely more force than the water from our ordinary city service pipes. Thus the liquefaction of the air is accomplished by the "self-intensification of cold" produced by the expansion of a portion of the compressed and cooled air, without employing any other substance to bring about this result.

In this lies the difference between the process employed by Wroblewski and Olzewski many years ago, in the liquefaction of various gases, and finally in the liquefaction of air by Olzewski and Dewar.—*Evening Post*.

Unfounded Grievances.

DAVY CROCKETT'S old adage, "be sure you are right and then go ahead" possesses a far reaching application and is particularly adaptable as a rule to success in any undertaking. It is synonymous to that stereotyped rule found among the rules of all railroad companies, "in case of doubt always take the safe side."

The disposition of men in train service is to adhere to this rule as closely as their judgment permits, for it is largely a matter of the exercise of judgment, the capacity to measure conditions which bring about a given result, yet after all, conditions arise at times that are misleading in their nature and cause us to derive false conclusions thereby causing confusion and bringing criticism upon ourselves.

The most common source, it seems, wherein a violation of this stereotyped adage occurs is in what we consider a defense of our personal rights and privileges. Not that we should not defend every right at all times and under all circumstances, but our judgment sometime is at fault in being able to determine the difference between rights and privileges, hence what may have been a privilege, if abridged, is too often mistaken for an infringement of our rights and as a result we imagine ourselves the objects of unjust oppression and hasten to our council halls to place the grievance in the hands of our brothers. If the council be composed of men of sound judgment and discreet action much labor and embarrassment will be avoided. Grievances, like mushrooms, which spring up in a single night, may be of that fungus growth that will prove poisonous to our welfare. Beware of such. Investigate their character carefully, and even should they be found to possess no real foundation, thus bursting the bubble of hope the brother may have created in gaining redress, you will have gained far more credit for the conservatism shown in the end, than were you to have exerted every effort and suffered defeat. Nothing is more demoralizing to an Order nor destroys the prestige of a committee of adjustment more quickly than the prosecution of imaginary grievances which in reality have no foundation. We do not wish to be understood that no matters except a violation of faith on the part of a management and the conductor shall receive attention or consideration by the committee of adjustment. The same injunction that demands that "we have not only the right to watch over the interests of the Order at large, but the personal actions of each member," requires that we look after his welfare and render such assistance as may be in our power, if he be worthy. Certain condi-

tions may combine which are beyond his control, or for the moment nature may suspend action, thereby impairing his perceptive faculties and bring disastrous results for which discipline provides a penalty. There are always mitigating circumstances. The character of the brother's previous service and the nature of his offense taken into consideration, with all the circumstances surrounding it, are frequently and rightly adopted as grounds for intercession in his behalf. A railway official whom we have in mind and who at one time was active in the adjustment of differences between his constituents and railway officers, said: "There are only two classes of appeals that committees should recognize; appeals for justice, which should be fought to the last ditch, for they are right; and appeals for charity and leniency upon which no cause for grievance exists."

An appeal of the first nature is invincible as truth and needs only its own strength to stand and must ultimately conquer, for it appeals to the masses who are the foe of oppression. Appeals of the second nature are those which permit of any variation except those of cringing subserviency. A manly, straightforward appeal founded upon the mitigating circumstances of the case—the brother's previous good record and the calamity which has fallen upon those who are dependent upon him, rarely fail to touch a responsive chord.

Weigh all things carefully. Do not be swayed too much by sentiment. Let justice and charity in perpetual friendship be your rule and guide, and savored of sound judgment and discreet action will establish for the Order higher recognition than it has ever known.—*The Railway Conductor.*

Buried the Corn Planter.

THE Kansas City *World* tells the following on Jas. C. Horton, now of that city, who during the civil war was express agent at Lawrence, Kas.

One day a man named Butler inquired if a box containing a corpse had arrived there. When answered in the negative, he told Mr. Horton that his brother, who had been in the war, had died of fever down South, and that he had sent word several

days before to have the corpse sent to him by express at Lawrence. He said he lived about thirty miles out of Lawrence, and asked Mr. Horton to send him word by the stage driver when the corpse arrived. This Mr. Horton agreed to do, and Mr. Butler left. Several days afterward there arrived at the Lawrence office a long pine box, of about the same dimensions usually used in expressing coffins. It was billed to a man named Burton, and was marked "Cor'pl," which was supposed to designate its contents. The clerk looked at the inscription on the box, but was unable to make it out. He called Mr. Horton's attention to it.

"Why, that is corpse," replied Mr. Horton. "It is as plain as a wart on a man's nose. Let's see, who is it consigned to? Oh, yes, 'Burton.' Don't you remember, he was in a few days ago and said he was expecting the remains of his brother? We must send him word that the corpse has arrived."

"I thought that man's name was Butler," remarked the clerk.

"No, it wasn't. It was Burton. You go and send word to him by the stage driver."

The stage driver returned in a few days, and reported he wasn't sure he had found the right man. In the meantime there was great distress at the express office. As no one showed up the following day to claim the corpse, and the odor becoming unbearable, Mr. Horton on the third day told the employees that as soon as night came on they should take it out in the back yard and bury it, which they did. They dug a very deep grave, working on it the greater part of the night. A few days after this incident a stranger came into the office who inquired for a large long box, which he had been notified had been shipped to him a week before. He gave the name of Barton, and it flashed across Mr. Horton's mental vision this was the brother of the corpse.

"Have you your wagon here? Are you prepared to take it away quickly?" he asked.

"Yes, got my wagon here," said the stranger in surprise and with a slight show of anger.

"You see, Mr. Burton," began Mr. Horton, apologetically, "we kept it here several days. We couldn't keep it any longer, and—but I will have it ready for you in the course of an hour."

"Couldn't keep it any longer? What in thunder do you mean?"

"Why, you see, Mr. Burton, the remains were badly decomposed and the odor here in the office was unbearable. We were obliged to bury the box."

"Remains? Decomposed? Bury it?"

"Yes, the remain of your brother were decomposed and we were obliged to—"

"Remains, h—! My brother isn't dead. I haven't any brother. I came after a corn planter."

"Corn planter!"

"Yes, corn planter."

It was a hard thing to convince the man that there was any excuse for mistaking a corn planter for a corpse and burying it, but Horton swore there was a stench, and proved it by exhuming the "remains," when investigation revealed the fact that a rat had been boxed up by the shipper of the box, and had died in transit.

A short time ago, over thirty years after the occurrence of the incident above described, T. J. Sweeney, the present agent of Wells, Fargo and Co., at Lawrence, received a package from Buffalo, N. Y. Before sending the way bill the clerk at Buffalo had made this notation in one corner: "How about the corn planter you buried out there? Is it still planted? If you ever dig it up, please send me the remains."—*Express Gazette*.

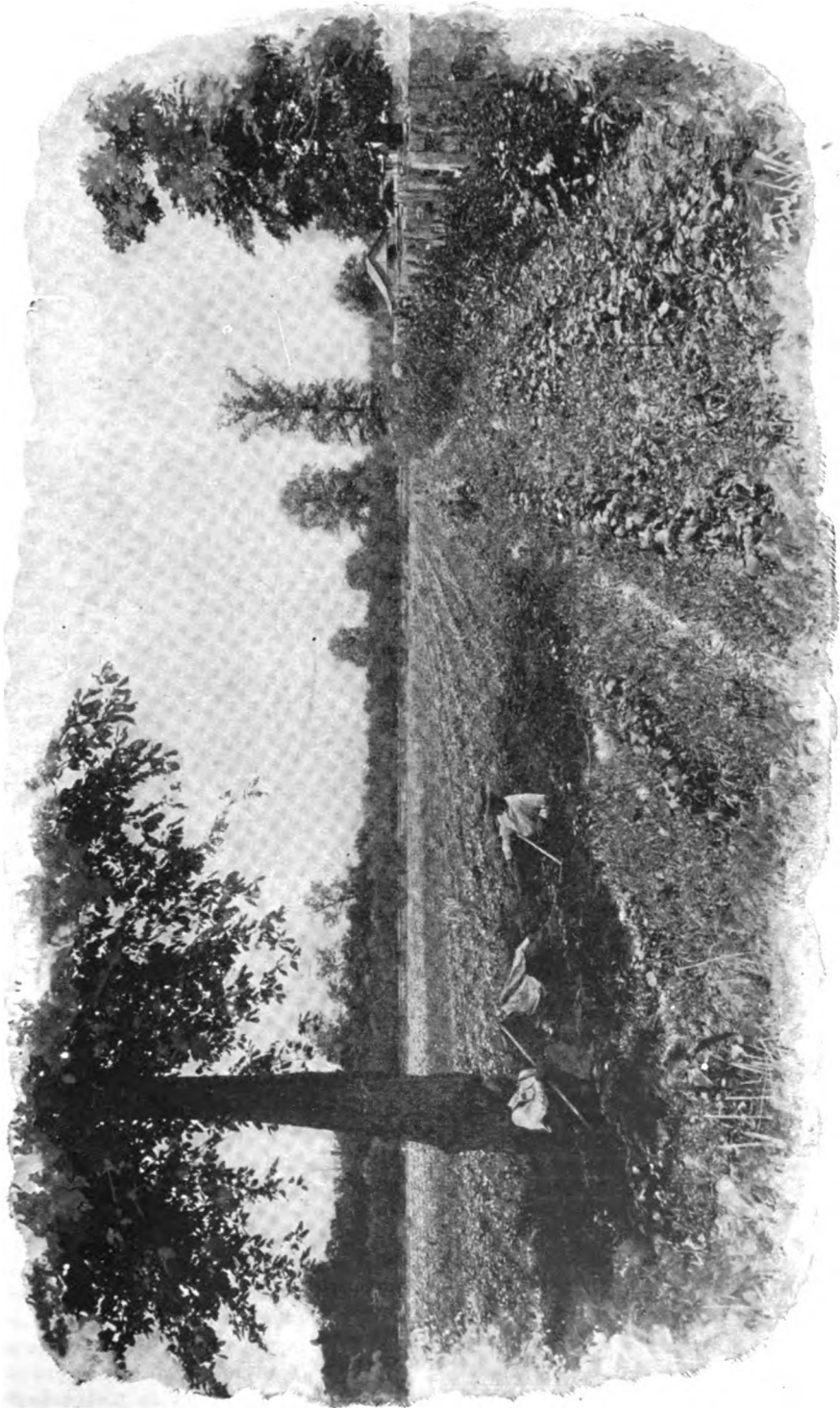
A Code for Service Messages.

ACCORDING to the *Telegraph Age* the Postal Telegraph-Cable Company will in the near future adopt a code for service messages.

The code is very simple, and the contractions already in common use have been retained. The very fact that these contractions are now so extensively used and understood shows the urgent need of a code.

The code words will soon become familiar to those using them, and not only will service messages then be much more quickly prepared and transmitted, but clerks and operators will be relieved of the duty of constantly rewriting phrases of considerable length. The code words not in common use or composed of initials are mnemonic.

The code will be printed on cards and each Postal office will be supplied with a card.



WHY SOME PEOPLE CAN'T MAKE A LIVING IN ARKANSAS. Courtesy—St. Louis & Southwestern Ry.

The service message code is as follows:

CODE WORD	MEANING	EXAMPLE
Cancel	Cancel and file	Our H 41 New York, Henry Briggs, signed Hooper, CANCEL
Collect	Collect there Payment refused	Your A 216 Chicago, Weld & Son, signed Paterson, COLLECT
Colunk	Collect there. Addressee unknown	Your A 219 Buffalo, Henry W. Gerrish, 21 Monmouth st., East Boston, signed Gerrish & Co., COLUNK
Deld	Delivered O. K.	Your A117 of 31st. John C. Willson, DELD
D. F. S.	Disregard former service	
Dup	Duplicate quickly from original, word not understood	Your G 91 Armour & Co., tenth Abhor, DUP
G. B. A.	Give better address. Unknown at address given. Not in directory	Your A 94 N. Y. Wm. Newcomb, 31 Broad st., signed G. J. Foss, G. B. A.
H. A.	Hurry answer	Our A 83 Price, McCormick, signed Jones & Co., H. A.
H. C.	Hurry press check	Transcript 30th, H. C.
Missing	Missing number. Describe	Your C 16 MISSING
Noftraf	No office this line. We transfer and turn in tolls as uncollectable	Your F 32 John Peters, Austin, N. Y. signed Fleming NOTRAF
Ornord	Original not received. Have delivered duplicate with explanation. Please trace	Your C 90 Chicago, Swift & Co., Boston, signed Swift, ORNORD
Locked	Place closed. Will deliver soon as open	Your A 94 Hartford, Horace Conkling, signed F. H. French, LOCKED (This message to be sent only when the place is closed for some unusual cause.)
R. F. O.	Repeat from original. Message not understood	Your 204 Boston G. F. Smith, signed Henry, R. F. O.
S. O. S.	See our service	
S. Y. S.	See your service	
Transfer	Transfer there and instruct us to cancel	Your 46 Elmira, John G. Fitch, San Antonio, signed Reynolds TRANSFER
Undeld	Undelivered. Addressee has left	Your B 38 St. Louis, F. H. Webster, signed James, UNDELD

Joint Legislation.

THE following is a copy of a joint circular which explains itself: To the Divisions, Lodges and Members of the Order of Railway Conductors, Brotherhood of Railroad Trainmen, and Order of Railroad Telegraphers:

The Conventions of the above named organizations, held in the month of May, 1899, each adopted the following resolution:

"WHEREAS, The experience of the past has demonstrated that in order to be successful in legislative work in State and Provincial legislative boards, all railroad organizations in each State and Province should be brought together under one combined board, and

"WHEREAS, A uniform plan should be adopted by all the organizations whereby their members in each State can be formed into a compact board; therefore be it

"Resolved, That the Grand Chief is hereby empowered and instructed to appoint two members of the Order, who, with himself, will constitute a committee to meet similar committees of other railway organizations and provide a uniform law for the organization and maintenance of State and Provincial legislative boards, and said committee is hereby authorized to accept for this Order any plan that may be agreed upon by said committee."

Pursuant thereto, the undersigned committees met at Cedar Rapids, Iowa, July 18, 1899, and agreed upon the following rules to govern joint legislative boards, which, as will be noted by the language of the resolution passed by the Conventions, are binding upon the committees and membership of the organizations:

PREAMBLE.

For the purpose of more thoroughly uniting the members of railroad labor organizations of each State and Province, in aiding and promoting legislation favorable to those employed in railroad service, and pursuant to resolution adopted by the Order of Railway Conductors, Brotherhood of Railroad Trainmen and Order of Railroad Telegraphers at their Conventions held in May, 1899, providing for the formation of joint legislative boards in the several States and Provinces, we, the committee, as provided by the resolution, met in Cedar Rapids,

Iowa, July 18, 1890, and the following rules governing the organization and maintenance of joint State and Provincial legislative boards were adopted to be effective August 1, A. D. 1890:

ARTICLE 1. Joint committees, organized under the provisions of these rules, shall be known as the Railroad Brotherhoods' Legislative Board.

ARTICLE 2. Each organization shall elect legislative committee and chairman of same in accord with its own laws. The chairman of any two or more legislative committees, who are so authorized by their committee, shall meet at the State or Provincial capital three days prior to the opening of the legislature or parliament and shall resolve themselves into the Joint Legislative Board for that State or Province. They shall organize by the election of a Chairman, a Vice Chairman and a Secretary and Treasurer. They may elect a member or members of their number, not exceeding one from each organization, and in each instance including the chairman, to represent, in a non-partisan way, the interests of the railway employes of that State or Province before the legislature or parliament.

ARTICLE 3. The Chairman will render from time to time detailed reports of all work done, including the names of all legislators who have shown themselves to be prominently for or against organized labor, and showing how they voted on all measures of interest to labor. This report will be sent to each member of the legislative board, to the secretary of each division or lodge of each organization represented in the legislative board, and to the chief executive of each organization participating.

ARTICLE 4. Each organization will care for the expenses of its own legislative committee except when joint board is formed. When joint board is formed the expenses of such board will be borne equally by the organizations represented, each organization providing its share by assessments upon its members in accordance with its laws, and remitting to the Secretary and Treasurer of the joint board. The Secretary of the joint board will furnish statement to the Chairman of each organization participating, showing the total amount to be assessed and the share of each organization. The Secretary and Treasurer of the joint

board shall give a bond in a reliable security company in a sum approved by the joint board. Bills of members of joint board shall be approved by a majority of the members of the board before being paid.

ARTICLE 5. The rate of pay for members of the joint board, paid under Article 4, shall not exceed six dollars per day for the time actually engaged; and necessary expenses for typewriting, printing, telegraphing and postage will also be allowed.

ARTICLE 6. The term of office of members and officers of joint board shall continue until the next regular session of the legislature or parliament following that for which they are elected, unless in the meantime their successors are elected in their organization.

The Vice Chairman shall succeed to the office of Chairman or Secretary in the event of either being vacant. If the Chairman and Vice Chairman both retire, the Secretary shall succeed to the chairmanship until a meeting of the board has filled the offices by election for the unexpired term.

The members of the joint board are at all times subject to the directions of their respective legislative committees, but the attitude of the joint board will be decided by a majority of its members.

The services of the joint board may be terminated at any time, and again engaged by a majority of the organizations represented.

ARTICLE 7. An organization, party to a joint board hereunder, may withdraw from such co-operation by the legislative committee of that organization adopting a resolution to that effect and by filing written notice of such intention with the Secretary of the joint board fifteen days before such withdrawal can become effective. An organization so withdrawing must bear its proportion of expenses incurred up to the date upon which the withdrawal becomes effective.

ARTICLE 8. Any member of an organization which is a party to this agreement, who in any way interferes with the work of a joint legislative board shall, upon conviction under the laws of the Order of which he is a member, be expelled.

ARTICLE 9. Joint boards hereunder may co operate with representatives of national

organizations of railway employes organized on protective lines, when such action is approved by a majority of the board and is conducted within the limits of the provisions of these articles.

Order of Railway Conductors, by

E. E. CLARK, G. C. C.

J. D. CONDIT, Div. No. 40.

W. E. MILLER, Div. No. 60.

Brotherhood of Railroad Trainmen, by

P. H. MORRISSEY, G. M.

H. P. FULLER, Lodge No. 321.

E. O. HAVENS, Lodge No. 341.

Order of Railroad Telegraphers, by

W. V. POWELL, President.

WM. CLANCY, Mansfield, O.

J. A. NEWMAN, Wichita, Kan.

A Night Horror.

THERE was no doubting it now, that the uncanny sounds issued from the baggage-room, and the invariable exactness of the dismal hour (2 a. m.), when the absolute tranquility of the desert was only broken by the occasional clicking of the telegraph instrument and the weird and altogether unaccounted for "raps" that would emanate from the room, was disquieting.

June bugs holding high carnival about the musty office lamp, the mournful chant of the swaying wires rendering an unknown but melancholy dirge, intermingled with the frequent wail of a hungry coyote on the plain—such were the trying surroundings wherein the "lightning slinger" dwelt while "sitting in" at night awaiting a call of his office for train orders.

The trains were few and far between and the night man found much spare time on his hands during his lonely vigil. If he was not devouring his favorite author's works he would probably be wrapped in a deep reverie; however, those irksome hours must be spent within the enclosure of his office and in easy hearing of his telegraph instrument.

In close proximity to this den was located a small baggage-room containing a varied assortment of uncalled for articles. These various commodities were strewn about in no particular place. Now, that dingy store-room had for several nights been a source of worry, annoyance and incidentally an in-

clination to cause the telegraph man much uneasiness and perplexity of mind. Though there was no apparent reason for the operator's being disturbed, still on the whole the loneliness of the hour and the frequency of the mysterious "taps" that came up would no doubt startle fighting Joe Wheeler, were he anchored there.

At this particular time of night the knight of the key was usually absorbed in some interesting book and in the midst of a deep laid plot, when he would be suddenly and rudely interrupted by a squeaky, clanking, tingling and unaccounted for noise like the music of a Chinese funeral band. On the first night of these disturbances the "brass pounder" was in a quandary as to his mental faculties of imagination being intact, and the reality of the curious happenings, but on subsequent nights the clanking became so pronounced and undeniable there was no mistaking the realistic "beats," and it is needless to say the operator's usual quiet demeanor was anything but peaceable.

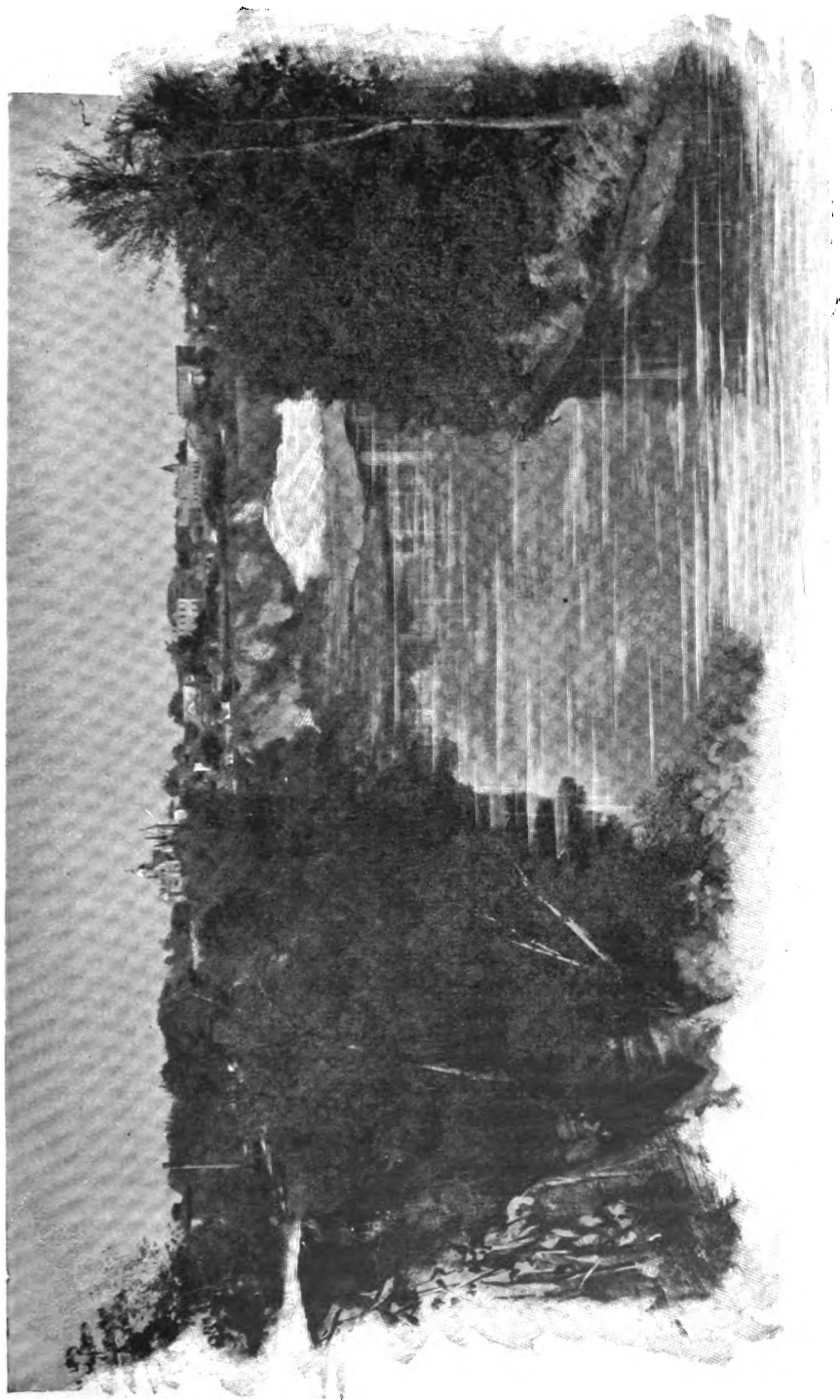
The third night of these weird and mystic "rappings" played so much havoc with the night man's nervous temperament that he did actually take his friendly Colt's revolver from its resting place and proceed to the "troublesome" baggage-room bent on shooting the first thing in sight that manifested an unnatural move. After a fruitless search with lantern and gun the manipulator of the wire returned to his office much depressed and more mystified in not locating the slightest cause for apprehension.

It so happened while nursing his peculiar night adventures with the hope that the whole thing was a huge joke, and not to give the day man a benefit of the laugh on him, he had occasion the following day, to call around to the office, and while conversing on business matters with the agent he almost fell apart as he heard the same familiar noises that caused him no end of worry.

"What was that?" quietly ejaculated the "owl" operator, displaying a forced disposition at innocent inquisition.

"Oh! that was what we call atmospheric disturbances," was the laconic reply.

"You see," continued the day man, as he ushered his co-worker into the room, "these five coal oil cans sitting on the shelf, account for that peculiar sound. Being that



CAMDEN, ARKANSAS, ON THE ST. LOUIS & SOUTHWESTERN RY.

they are all securely air tight, the tin covering contracts or expands as the temperature and climatic conditions change, which is usually about sun-down and along about midnight this will cause a belching forth of the can, and strange as it may seem the five cans will be affected simultaneously and give the same symbol-like clink. If the screws were removed from the coverings then there would be an opportunity to suck air. Oh, great place here," concluded the man responsible for the company's interests in the day time.

"Ah! I see it now," chirped the interested listener—evidently elated over the discovery of his mysterious disturber of nights. "Sort of an uncanny sound, isn't it?"

"I think it is more of a tin-canny sound," gleefully chuckled the agent.

The day man a few days later, however, was kept guessing and wondering what could have been the night operator's object or motive in piling all the old ledgers and books he could "dig up" on each one of the oil cans. Perhaps the night man could tell that himself, but it is thought that he preferred a muffled sound in preference to the "Chinese music" that appeared so harmonious with the wail of the coyotes.

J. W. CONNORS.

They Used a Code.

"DON'T tell me anything about the advantages of a cable code. I know all about the code business, and it is a delusion and a snare."

The man looked angry and worried, but was finally induced to relate his experience.

"It was like this," said the angry man. "When my wife went to Europe we agreed to use the P. D. Q. code, in order that we might correspond by wire at the lowest possible rate. There is hardly anything that one can't tell in a few words by the use of a code, and sentences of ten and fifteen words which would cost two dollars and fifty cents or three dollars and seventy-five cents by the ordinary tariff, exclusive of address and signature, can be sent for twenty-five or fifty cents. The first message came to me on the day my wife landed at Queenstown, and, although it consisted of only three words, it told me that she had had an enjoyable trip,

met a lot of nice people and never missed a meal. I went among my friends and expatiated on the advantages of the code business, and now I feel like going to them to take back all I said, and this is the cause."

And he showed a cable message with the words "Nurry Chiraide."

"I hunted all through the book," he said. "I've studied it inside out and upside down, and can't find the words, and I don't know if the message means 'I am desperately ill and want you to come at once,' 'My money has been stolen; send me a fresh supply,' or 'I leave for Rome tomorrow,' or any other thing.

"But I got even on the code business. I sent a message in reply with these words, 'Amulet Amiel.'"

"And what does that mean?" asked the interested listener.

"That's the point. The words are not in our code book, nor in any other code book that I know of, and I sent them to give my wife a chance to exercise her imagination, so that she may be able to talk intelligently on the subject of codes, for I want no advantage in that direction."—*New York Tribune*.

Real Unionism.

REAL unionism is not an attempt to squander your employer's money as rapidly as possible, to see how little you can give him in exchange for pay, to take the money weekly and feel no further interest in whether it has brought him good or ill. Nor does it consist of a constant suspicion and a close watching of every loophole in the effort to discover something wrong about which to find fault. Real unionism is something higher and better than that. It is, and should be, protection for the employers against crookedness and incapacity, an earnest desire to give a generous return for the wage allotted, a sympathetic interest in the employer's doings, and an honest, earnest endeavor to work cheerfully, promptly and well. Time serving is not unionism, and time servers do more to detract from the benefit of organized labor than any other known quantity. Give faithful service on the line you contract for, or be too manly to take pay.—*Typographical Journal*.

Woman's World

The Working Woman's Day.

SHE is a farmer's wife living up in the New Hampshire hills, a conservative, self-denying, conscientious woman, possessed of no ambition to have a voice in the world's affairs; yet all unconsciously she calls attention to a serious industrial evil. Testifying, through the columns of a reputable New England paper, to the virtues of a certain patent nostrum, she virtuously adds; "My health is now completely restored and I can work all day long."

There is a certain air of rectitude about this statement, a parade of virtue, of duty fulfilled, which proclaims the industrial standard of a large majority of women in moderate circumstances the country over. The highest ideal of the duty of a wife or mother too commonly means, not the rendering of the largest and best service to her family and society, but the faithful investment in wearisome toil of every waking hour.

It is a singular fact that in the face of the persevering battle which has for years been waged to shorten the hours of service of the workingman, a battle in which women have often enlisted with feverish zeal, no cognizance has ever been taken of the industrial imposition inflicted upon women, always with the full knowledge, often with the approval and sometimes under the insistence, of the very man who is so clamorously calling out to have his own hours of labor shortened.

The shut-in toil of the household, when it devolves upon one person, commonly demands fifty per cent. more time than the ordinary laborer devotes to his task, and not uncommonly exceeds it by one hundred per cent. The hired domestic revolts against it and often secures concessions. The wife and mother, who receives no wage and frequently lacks the ordinary comforts of life, patiently acquiesces, and instances

are not rare in which she exhibits a fiery zeal in her self-abnegation, looking upon her remissness in any department of household duty, even though it be caused by ill health or the declining strength of age, as a grave delinquency. She is not only intolerant of her own weakness; she has no tolerance for those of her own sex, who, by reason of their lesser skill, or, mayhap, their greater wisdom, fail to accomplish the full round of drudgery which she has taken upon herself.

The question is often asked: Why should women abandon comfortable homes or turn away from the sweet duties of the sheltered household to engage in work in the great outside world, subjected to its unpleasant exposures and its coarsening influences? Instances such as these form the best reply. It is not a waning of love for the home which causes the American woman to renounce its demands, but a dread of prolonged, unrewarded and unthanked service, stern in its exactions, often leading to broken health, an early grave or a soured old age. In the sphere of woman's advancement nothing is so much needed as the reorganization of the home, that its duties and its service may be placed on a basis of justice and a modicum of joy and relaxation be recognized among its privileges.—*Exchange.*

Cleaning Wall Paper.

BEFORE cleaning fill any broken places there may be in the walls with this mixture: Take equal parts of plaster of paris and silver sand and make into a stiff paste with water. Fill the holes and smooth them over with an old knife, then cover them with a piece of wall paper, if you have it; if not, color the plaster with paint of the same color as the grounding of the paper. When you have finished the repairs, begin cleaning. Take half a loaf of dry bread and with it rub the wall gently

downward, beginning with the ceiling and taking in the length of the arm at each stroke. In the second round commence the stroke slightly above where the first stroke ended. Be very careful not to rub up or across the paper. Ordinary paper cleaned in this way will look almost as good as new again. You will use a good deal of bread if the room is large, but if you intend doing the work yourself you will not find cleaning wall paper an expensive operation.

From Pikes Peak.

WOMAN'S WORLD. What a small place they hold in this "Man's World," if we are to judge by the space taken up in our August TELEGRAPHER. Today when the minutes of the last meeting of our division were received and read, I got very indignant because a dear brother stated he objected to women being taught telegraphy, for the reason "that women, as a rule, do not possess those qualities conducive to the best interests of the Fraternity." I began to bring up circumstances in my own membership where I had entertained the good brothers out organizing, reinstating, getting schedules. Talked O. R. T. when some of the men employed were afraid to let people know they belonged to the O. R. T. Working several hours over-time for my "better half," when, if he had asked for relief, and the superintendent had known on what business, he could not have attended division meetings. Stood up for the rights of the Order, and insisted on the above "better half" doing his duty when we knew in the long run it meant a job. All this we have done for the Order, and I believe that two-thirds of the women in the United States that are married to O. R. T. men would do this, and more too, especially if they were brought face to face with duty.

I had made up my mind to write this to our brother, and then I picked up the August TELEGRAPHER and my heart sank into my boots. There I found one article written by a brother's wife, and he a new member, the rest all clippings. Then I knew the brother came nearer the truth than I cared to admit, and changed my mind about writing him, as he always gets the best of the argument, even if he has to apologize for it later.

The best way to prove him wrong is for our membership among the women to come to the front, and show these men they may have the biggest share of the TELEGRAPHER at their disposal, but what we do shall be counted for the good of, and interests of, the Fraternity; and right here let us crowd this "Woman's World Department" so fast that Bro. Perham will feed the goat on the clippings instead of us. I have a picture of over thirty ladies, which was taken at the convention. If three or four would write each month it would show up for the cause. There are some "sister-in-laws" scattered all over the United States that should write us something. We can have an experience meeting.

Let us hear from the brave wives that said, "Yes, strike for the right, I will wash before we will starve." Another said, "Stay with the committee, there is something for us if we can't telegraph." Another that went down to the headquarters with other wives of committeemen to keep them from throwing up the schedule fight because everything was against them. If some of these brave acts were known out among the brethren they would have faith in women. All we hear is "Canadian Pacific got schedule;" then a picture of the committee. That is all we know, none of the hours of suspense of the wives left at home. When they would get discharged and nothing else to turn their hands to for a living.

I would like to have a letter from the wives of the committeemen whenever a schedule is fought for, and get their side of the story. In nine cases out of ten, if a job is at stake, it is the wife that says, "Stick to it, if you lose your job there is something in store for us." God never deserts us if we are for the right. Where is the Auxiliary? Lost, strayed or stolen. Auxiliary means, Helping, Assisting. If we do not mean to help or assist the O. R. T. where our lights will shine, let us never bring up the subject again.

We will have to get a hustle on us to fill that special train that Bro. Thurston has ordered. If we have a foundation to this auxiliary let us build upon it, if not, let us build the foundation before the next convention. If this cannot be done let us give official notice of its abandonment.

A 49KR.

Poetical

THE EARTH WAS MADE FOR ALL.

There's a question now uprising,
Deep affecting every hearth,
Sweeping on with speed surprising —
'Tis the ownership of earth;
And the sage, the man of letters,
Gazing on the future years,
Sees the falling of the fetters —
Sees the drying up of tears.

Men are learning now the folly
Of the claim that man at birth
Is a trespasser and wholly
Void of claim to Mother Earth.
Let no tyrant bind thy knowledge
In a cell so cramped and small;
Seek the truth at nature's college —
This fair earth was made for all.

Think ye that the God of nature,
When creation was at birth,
Dreamed that there would rise a creature
That would buy and sell the earth —
Who would extort from his fellow
Grinding landlords' tribute high,
Ere the earth the poor may pillow
Aching head and drooping eye?

Pause and ponder, friend and brother,
'Tis the law of Hellish birth
That one man must from another
Buy a right to live on earth.
But the mind of man is growing;
Soon the writing on the wall
To the tyrant will be showing
That the earth was made for all.

— Anonymous.

THE SLEEPING "OP."

CHAS. E. LEIGH.

A telegraph operator who had one wing
Was sent to a country, where the pee wee sings.
He found it so lonesome and the nights so long,
That it took two birds to sing one song.

They warbled in "sections" twiddle dum-dum dee.
One bird sang pee, while the other sang wee.
The song soon grew faint from way up in the gable,
And the "op." sought his bed on the instrument
table.

The dispatcher now ordered the trains to speed on,
Never thinking, of course, of an "op." going wrong.
That same old, old story, when all was too late,
He began to think of the local's fate.

Said the "con." to the "shack." with a smile and
wink,

"We'll delay that local an hour, I think
That 'op's.' in the hay, and that's on the 'dead';
Throw me that cushion and I'll go to bed."

Oh, sweet, happy sleep, that healthful repose!
Then this "op." of a sudden confronted his woes.
His dreams of sweet pleasure at party and ball,
All turned to the tune of his office call.

Now the "chief" to this "op." a little story did tell.
"If you don't quit sleeping there will surely be H—.
I'll cancel the time sheet that brings in your stamps,
And you'll be on the bum with the rest of the
tramps."

THE GRAY MOOD.

As we hurry away to the end, my friend,
Of this sad little farce called existence,
We are sure that the future will bring
one thing,
And that is the grave in the distance.
And so when our lives run along all
wrong,
And nothing seems real or certain,
We can comfort ourselves with the
thought (or not)
Of that spectre behind the curtain.

I tell you, if I could go back the track
To my life's morning hour,
I would not set forth seeking name or
fame,
Or that poor bauble called power.
I would be like the sunlight, and live to
give;
I would lend but I would not borrow;
Nor would I be blind and complain of
pain,
Forgetting the meaning of sorrow.

This world is a vaporous jest at best,
Tossed off by the gods in laughter;
And a cruel attempt at wit were it,
If nothing better came after.
It is reeking with hearts that ache and
break,
Which we ought to comfort and
strengthen,
As we hurry away to the end, my friend,
And the shadows behind us lengthen.

— Ella Wheeler Wilcox.

FELIS AGNOSTICA.

Said the cat to the bird,
 "Those things on your back are absurd;
 Why don't you cast them free
 And walk about like me?"

Said the bird to the cat,
 "Don't be so sure of that;
 You would more wisely not
 Despise what you haven't got.
 Those things
 Are wings!

"I know what legs are worth
 To walk upon the earth;
 And I, whenever I choose.
 My legs, like you, can use.
 We both tread earth; but I,
 Whenever I choose to fly,
 Command both earth and sky!"
 Then away the bird flew;
 And the cat said "mew!
 How do I know it's true.

"That's always the way, I find,
 With folks of this fanciful kind.
 If you try to set them right,
 They defy your logic quite,
 And go somewhere out of sight.
 Now, what sort of proof is that
 To a cat?"

R. W. Raymond.

A POEM OF PEACE.

Put off, put off your mail, O kings,
 And beat your brands to dust!
 Your hands must learn a surer grasp
 Your hearts a better trust.

Oh, bend aback the lance's point,
 And break the helmet bar;
 A noise is in the morning wind,
 But not the note of war.

Upon the grassy mountain paths
 The glittering hosts increase—
 They come! They come! How fair their feet!
 They come who publish peace.

And victory, fair victory,
 Our enemies are ours!
 For all the clouds are clasped in light,
 And all the earth with flowers.

Aye, still depressed and dim with dew;
 But wait a little while,
 And with a radiant deathless rose
 The wilderness shall smile.

And every tender living thing
 Shall feed by streams of rest;
 Nor lamb shall from the flock be lost,
 Nor nursing from the nest.

—John Ruskin.

ONLY A TRAMP.

DICK DRUMMOND.

No matter what country you hail from,
 Nor what your position has been;
 You've no money to buy a meal's victuals,
 And that of itself is a sin.
 You may be kind-hearted and honest,
 Have friends in many a camp;
 But no matter, for here you're a stranger,
 You're "busted" and only a tramp.

You think you'll get work and be honest,
 No matter if hungry you go;
 You'll not ask for a crumb or a penny,
 You'll not let anyone know.
 But keep a good heart and be hopeful,
 Altho' you have spent your last stamp;
 But when you ask for employment,
 They will spot you as only a tramp.

But hunger will make a man "cheeky,"
 Two days with no food and no bed;
 Your pride no longer upholds you,
 You're discouraged, and wish you were dead.
 You timidly knock at some kitchen,
 Your clothes are both dirty and damp;
 The "good lady" sees you a-coming—
 Shuts the door—in the face of a tramp.

You are hungry and weary and foot-sore,
 You walk a few blocks in distress;
 And then you ask for a "hand-out,"
 And finally you meet with success.
 But now you are ragged and dirty,
 You avoid passing near a street lamp;
 You look at yourself through a window,
 And acknowledge "I'm only a tramp."

I know how it goes, for I've "been there,"
 When a man's down it's not easy to rise;
 I took to the road like an old-timer,
 And often I've counted the ties.
 With many a knock and a heart-ache,
 Much hunger and many a cramp;
 At last near my own native village,
 I arrived as a hardened old tramp.

But fortune is not always fickle,
 And here I met an old friend;
 To whom I confided my troubles,
 And ten dollars to me he did lend.
 With this I dressed up very neatly,
 And boldly I rode into camp;
 And not one of the old friends who met me
 Suspicioned I was only a tramp.

And now I am settled and happy,
 But I'll always remember the strife;
 Tho' my friends never learn of my hardships,
 They will notice a change in my life.
 For now I am sadder and wiser,
 And I always keep by me a stamp;
 For I know many men who are worthy,
 Are kept down by "he's only a tramp."

FACE-TIOUS

She Knew It.

Polite Passenger—This is the smoking car.
Old woman (producing her pipe)—Yes, I
tho't it be. Great convenience, ain't they?
—*Ohio State Journal*.

Little Business.

Stranger (in Georgia)—Any profit in rais-
ing cattle around here?

Native—Naw; the trains run so blamed
slow that we can't get a cow killed nohow."
—*Judge*.

Genuine Health Resort.

"What about the health of the place?"

"Health?" said the resident. "See here.
Since the town was started only one man
has died, and he was a doctor."

"What ailed him?"

"He starved to death."—*Tit-Bits*.

Another Name for Him.

"What is a mugwump?" the stranger
asked.

"A pessimist," answered the native. "He
can see nothing good in anything, and when
things don't come his way he aims to make
them a little worse."—*Chicago Post*.

The Brute.

Mrs. Younghusband.—How did you know
the pie I made for dinner today wasn't the
same as the one I made yesterday?

Younghusband.—Because it gave me a
different kind of pain in my stomach.—*N.
Y. World*.

His Message.

Excitement is often the cause of strange
telegrams, as well as of other strange mani-
festations. A man who had been one of the
passengers on a shipwrecked vessel was
rescued almost by a miracle. On arriving
at a place from which he could send a tele-
graphic message, he forwarded the following
dispatch to his brother:

"I am saved. Try to break it to my wife."

A Quick-Witted Boy.

"Want a situation as errand boy, do you?
Well, can you tell me how far the moon is
from the earth, eh?"

"Well, guv-nor, I don't know; but I reckon
it ain't near enough to interfere with me
running errands."

He got the job.—*The Metropolitan*.

The Clock's Labor Troubles.

"If you always give me full swing," ob-
served the pendulum, "you will never have
any trouble with your hands."

"I don't know," replied the clock, "if it
was not for your going back and forth in
my works I never would have any strikes."
—*American Musician*.

Bit of Everyday Philosophy.

Old Lady.—What time does the next train
go to Yonkers?

Ticket Seller.—Twelve o'clock.

Old Lady.—Dear me! Isn't there one be-
fore that?

Ticket Seller (calmly).—Madam, there is
never one before the next.—*Harlem Life*.

Too Expressive.

It is quite possible to say what one means,
and yet not mean all that one says. Such
was the case with the newspaper that, in
telling of the death of a man who had been
struck by a railway train, added:

"It will be remembered that he happened
of a similar accident a year ago."

Equally to the point, and equally amus-
ing, was the explanation of a negro freight
hand upon a Southern railway. He had been
placed in charge of a mule, the destination
of which was marked on a tag attached by
twine to the animal's leg. Before the mule
could be persuaded to enter a car he man-
aged to reach the tag, and before the negro
could interpose he had that tag well chewed
up. The old man looked at the local freight
agent in great perturbation and said.

"What I goin' to do wid dat mule? He
done eat up de place where he's goin'."

A New Dilemma.

"Did I hear you say, conductor, that the locomotive was at the rear end of the train?"

"Yes, ma'am. We've got a locomotive at each end. It takes an extra one to push us up the mountain."

"Dear, dear, what shall I do? I'm always so sick if I ride with my back to the locomotive."—*Cleveland Plain Dealer.*

Wired He Was on the Hog.

A well known contractor of this town has a son, still under twenty, who has been doing the running-away-from-home act ever since he attained his twelfth year. The "old man" has always been called upon to fetch the young chap home from remote points. None of the hard luck propositions up against which the boy has stacked while having fun with himself in this way has taught him a permanent lesson, probably for the simple reason that he has always found it too easy a matter to get home by the simple process of wiring his father for the price of a ticket. He went away a month ago and his father didn't hear from him until yesterday. Then the old gentleman got a dispatch dated Hastings, Neb. The message ran:

"Am on the hog. Wire me \$40 for ticket home."

—"JOE."

The old man went to the telegraph office, got a blank and wrote the following reply:

"Eat the hog."—*Washington Post.*

Rubbing it In.

As I rested at the top of a long hill and opposite a farm house, the farmer came down to the gate to give me a good-day, and after a few words about the weather, he broke into a chuckle and said:

"Stranger don't you want to come up to the house and have a look at my son, Sam?"

"What is the matter with Sam?" I asked.

"Jest step in and see. Nobody won't hurt you."

I followed him up the path and around the house into the kitchen. A young man, about twenty years old, sat in a rocking chair with a bandage over his eyes, and as we stood before him the old man said to him:

"Sam, I've brung a stranger in to see your face. Let me take the bandage off."

When the bandage was removed I saw

that Sam had a pair of eyes which had been blacked by a blow, and were swollen shut, and his nose was skinned the whole length of it. The father replaced the bandage with a chuckle, and as I asked how the young man had been hurt he turned and explained:

"You see, Sam has growed up until he thinks he can wallup his father. When I am working in the field and a tramp comes along I allus try to pick a fight with him, and if he don't run he is a licked man. Sam wanted to wallup me, but he didn't want to pick a fuss in the field. So he goes to town and dresses up like a tramp, and when I sees him comin' along I yell and throws a club. He didn't run. I yells agin, and he dares me over the fence. He looks sassy and hefty, but I climbs the fence and tackles him. That's what he was after. You expected to git away with your pop in about three minutes, didn't you, Sam?"

"I surely did," replied the son.

"You was goin' to thump me till I hollered, wasn't you?"

"I was."

"But you didn't know what you was up agin. You off with your coat and come for me, cryin' out that you'd knock my head clean over the fence, but I swung for you and landed on your nose, and you sorter went to sleep for an hour. Samuel, tell the stranger about your sensations when I landed on your nose."

"I—I thought I'd been hit by a barn," stammered Samuel.

"A big barn, sonny?"

"Yes, a powerful big one."

"And you had a sorter dream?"

"Yes; I dreamed of being run over by cattle."

"And when you awoke you was here in the house, an' you couldn't see daylight nor smell skunks? Samuel, do you want to wallup your old pop some more?"

"Noap."

"Are you acknowledgin' in the presence of God and this here stranger that you was fairly licked?"

"I am."

"Well, that's about all," said the father as he turned away. "You had the big head and got it busted, and I reckon you'll leave it to me to boss this roost for some years to come. I thank you, stranger, for your trouble. He's my boy, and he's a purty good boy, but I sorter wanted to rub it in on him so's he'd remember it and look up to his pop with respect."—*Boston Herald.*

Our Correspondents

False Ideals.

JOSE GROB.

IT MAY be considered an altruism to say that, when dealing with men, we must take them as they are, and thus make the best of them. Yet that altruism does not explain to us what men are. For those who believe in A First Cause, men are the image of that First Cause. They are built up after the pattern of the Being in question. We know that each one of us has what we call consciousness, the conception of our own self-existence, each one of us apart from everything and everybody outside of us. Hence the natural inference that we spring up from A First Cause also endowed with consciousness. We all come into life without being consulted about it. A time comes when we all have to quit life, whether we like it or not. While alive, we can notice, if we have developed brains enough for that, that everything around us shows a fixed organization predetermined by a network of adjustments which never vary and we call laws. That forces us into the natural assumption that back of everything organized there is an organizer, and back of all laws *A Law Giver*, as back of our transient consciousness there must be — *A Constant Consciousness*.

It looks as if the preceding paragraph gave us something of an answer about what man is. Man is a being endowed with transient consciousness, insofar as present life is concerned, anyhow, and so can be a transient organizer, and so a transient law giver, if he is not satisfied with the laws of The Constant Law Giver, from which he must come if there is any logic anywhere, in nature or out of it, whatever that may mean. There we have it, it seems to us; man can accept or reject all or part of the laws in the midst of which he finds himself, laws that he can defy with his own petty transient devices

that he calls laws, but he cannot destroy, change or modify. All he can do is to vitiate his own existence by transgressions to fixed laws, when the latter operate against men's happiness instead of operating to evolve and perpetuate all human happiness.

Thus far, has man done much of anything else but transgress, rebel, kick against most of all the fixed laws with which we are enveloped, today as much as when the first human being appeared on earth? We have not even learned yet how to feed ourselves according to sanitary laws. The same applies to our clothing, homes, fashions and all modes of life. Sickness! There would be no sickness anywhere if we saw fit to live according to sanitary laws. Our mortality above normal on earth represents at least 18,000,000 annually murdered by civilizations at war with fixed laws in nature. Even that figure rests on the moderate mortality rate of eighteen per cent. The normal rate would not be over five per cent., but we call it six for good measure. And still some men want to babble about our glorious progress!

And who are the men in question? There are two classes of them. One class is composed of the bulk of those at the top, or toward it, or anxious to climb that way. The other class is at the bottom, or not far from it, and they are simply the echo of the former class, forever bent upon humbugging the classes below.

What we have done in relation to sanitary laws, we have also done, more if possible, in connection with ethical social adjustments. We defy today all ethical law far more deeply, and in forms considerably more criminal than any tribe of savages not yet totally degraded by the astounding greed and profound materialism of civilized men when taken in groups. If it was not so, how could we have the immense troubles with which we are afflicted, we, poor and

rich, saints and sinners? Suppose that in the midst of our troubles we live in fine houses, are clothed in fine linen, and have plenty to eat. Does that make up for increased injustice among ourselves? Is life a question of materialistic developments represented by dollars and cents? Is life even a question of the education that repudiates all fundamental righteousness? And that is what we do. We even go further and declare that righteousness is impossible for a long long time to come, because of this, or because of that.

Perhaps we should now attempt a rough classification of human types. We suggest as follows: Mere religious devotees; religious indifferentists. Those two classes may embrace over ninety per cent. of the people everywhere. Infidels of this or that shade. This class has always been small in numbers and insignificant in influence, and so it shall remain to the end of time. To the preceding three classes we have to add a fourth one, extremely insignificant in numbers as yet, we are afraid, but bound to grow. The class in question is hungry and thirsty after righteousness, in love with God and humanity. It is the only class that stands squarely for righteousness to-day, and looks with contempt at the idea, open or hidden, that righteousness is not practicable yet. What class, but this last fourth one, can have sound, solid ideals? Not all in that may yet agree upon the principles through which to realize righteousness, something to be deeply deplored.

Of course those who stand squarely for righteousness as something practicable at all times, as the only thing practicable at any time, must make converts among the other three classes with false ideals, if they expect to succeed. Of course they must be patient with the vast multitude of the brethren who are yet asleep in the bosom of religious sentimentalism, in indifferentism, or infidelity; but they must talk boldly, plainly, in language emphatic and precise. It may take twelve, fifteen or twenty per cent. in any nation of men brave enough to hold high the standard of truth and present it in forms well defined, extremely simple and clear, so much so that even uncultured intellects should be able to grasp it. When that is done, all shall be done. The magnetism of truth shall then

carry the day in no time. The masses, blindly if you like, shall follow truth, when truth is backed by at least that twelve, fifteen or twenty per cent. of the men in the nation. The last ratio would today be an army of 3,000,000 voters in our nation, brave enough to stand by truth in all fundamentals. Such a phalanx would be irresistible; but it is doubtful if we have yet any 100,000 men up to the standard we have indicated, with stamina enough to do what we have outlined.

From which of the three classes with false ideals can we expect greater conversions so that they may later on stand for truth bravely and through all the trials that may involve? We shall not answer that question but indirectly. We shall say that humanity shall never be attracted by infidelity, because man is naturally a religious being, and infidelity, by repudiating a law-giver, is literally forced to have a narrow apprehension of all or many of the fixed laws that we should respect and obey. An apostle of real reform cannot be an infidel if he wants to succeed. He fights against one of the most fundamental natural laws applicable to man, since man is made to lean on some invisible Power, as the whole march of history proves.

How can we have any real high ideals and escape from having false ones if we repudiate a *first cause*, a *constant*, *universal consciousness*? Don't you see that that alone places us against the natural order of cause and effect? To accept effects and not their cause, is that reasonable? Is it natural?

Nor is it reasonable to but partially accept a first cause as is the case with the mere religious devotee or the religious indifferentist, and to remain cold, frozen, inert in all that relates to truth in fundamentals, to righteousness in social life. Don't you see that such an inertia makes us cling to our own dear laws which are nothing but abomination in the eyes of God? Can anybody mention to us a single fundamental human law which does not defy the Golden Rule and the decalogue? And still we brag about our own progress.

A CORRECTION.

In the article for August, we made a blunder in considering as correct the figures

given in the article we criticised from Cert. 1, Div. 21, in the June number. The real figures in question are : Capitalized Value of our Railroads, about \$12,000,000,000; Real Value, by some \$8,000,000,000, and by others, \$4,000,000,000. That would vastly increase the impracticability we mentioned, about railroad workers purchasing our railroads.

Friends.

Who is your friend? Did you ever stop to think whether you had one? How are we to know friend from foe?

Thus of every grief in heart,
He with thee doth bear a part.
These are certain signs to know,
Faithful friend from flattering foe.

If this be true, I have never known but one friend. You may think you have plenty of friends, and you often hear people say: "So-and-so, is a good friend of mine." Ask him how he came to know that person to be his friend. He may say: "O, he is a good social fellow; he won't let you treat oftener than he does; he is always ready to go with you into any place, and at any time; he will stick to you," and that is often called friendship. How little such a man knows what true friendship is. So long as you are prosperous, and hold yourself up to a level with such so-called friends, they will agree with you, and lead you on and help you to "blow" in your money, and will probably lend you all you want, and keep going with you and help you "blow" that in, too, while he is leading you blindly on to destruction of soul and body.

Many boys have been led to ruin by their friends, as they call them. I say that kind of people are your worst enemies. They march on through life with you, and when you come to old age, what can you look back to? Have you left any mark or sign that you had passed through this life? Have you done anything to show you have not wasted your time, talent and money? Then instead of having gone through life with friends about and around you, you have spent your time in the camp of your enemies.

Can't we safely call such people our enemies? Suppose you lived among people who did not agree with you, and you knew they were ever ready to speak or act against

you. You would come to know these people, therefore you stick to business; watch every corner to keep from making mistakes. You would spend your time at honest labor, save your earnings, and the time you would spend in rioting with your so-called friend, you take up in useful employment and study, striving to learn something to mark your pathway through life.

Remember, we will only go through this life once. Leave something to show that you had passed through. Such people as are generally termed enemies by the world are our real friends. They are the white-armed guideposts set along our way to guide us aright. They are the beacon lights upon the rocks and shoals that we may keep our crafts afloat. Love your enemies, says the Good Book. I believe these are the enemies referred to, for they are your real friends, though called enemies. Love them, do good to them that hate you, for they will guide your wandering footsteps when temptations cross your path.

I was told a few days ago of a man who died at a certain town, and who was not known to have an enemy, as the world calls them. I said I did not want that record. Show me a man without an enemy and (with all respect to the dead), I would show him a man that was not known far from home, and who would be forgotten long before the roses bloomed above him. Fear man, and you love your God. Love man, and you think little about your God. You are too busy trying to keep up appearances before men. What does it profit a man if he gain the whole world, and lose his own soul? Draw upon your stock of imaginations; let your mind wander away to some sunny clime laden with the perfume of flowers, where the bubbling brook murmurs sweet music, and all nature is perfect. Place man in this Eden, surround him with every comfort, give him friends on every hand, and what will he do? Answer for yourself. He would give himself up to its sweet influence, and enjoy the goods of this world, unmindful of all future and past, living only for the present; spending a useless life, and be forgotten ere the funeral notes died away over the hills.

But suppose in the midst of all this springs up an enemy (as the world knows them), and tries to deprive this man of his

pleasure. He at once becomes aware of the fact that they build too low who build beneath the stars; he awakes from his long dream, and self-protection is his first thought. Then he sets about to study and plan to keep his place. All is not sunshine and roses now; he finds there is no work to do to protect himself, and to leave the products of his study where others may see and profit by them. Let your light so shine that men may see your good work, etc.

I ask you to reverse the two words in their application, let friend stand for foe and foe for friend. Your truest friend is the man who is against you; he is the man that don't cost you anything; your friends cost money to keep them; they must be put on ice sometimes to keep them; and then we all know when our friends begin to get icy they are slipping away from us.

"X."

"The Whys and the Wherefores."

Here are a few reasons non-members gave me for not belonging to the Order, written in my own style:

Mr. A. couldn't keep his dues paid up because it took every cent of his salary to provide the common needs of his family, which was increasing with astonishing regularity. He thought the Order was a good thing, and expressed great regret at not being able to carry an up-to-date card. It was also found that he had belonged to the Order and kept his family going long before a schedule was secured, and when he was only making \$40 per month.

Does any one know personally of an operator, with a regular job, who is so hard-up that he couldn't pay dues if he wished to?

Mr. B. dropped out because he knew the Order was in the hands of a few indiscreet men who were continually looking for trouble; that the money paid in by the members was often used for their own pleasure, and he didn't think it would be acting the part of an honest man to lend aid to an organization that supports such men. I say he knew these things, although he never read a circular, never read THE TELEGRAPHER, knew nothing of the career, personality or location of a single official of the Order, and would hesitate at least a minute if asked to name the present Chief.

It will not be out of place to say that Mr. B. is a poor operator, a poor agent and has few friends. He belongs to that class who try to soothe their conscience by forced insults.

Mr. C., a young man of small experience, didn't care to "queer" himself with the company by joining the Order. He had no kick coming with his job. He is sure he has a "stand-in," for it was only last week that the superintendent got off the train and consulted him as to how long some stock had been on the right-of-way.

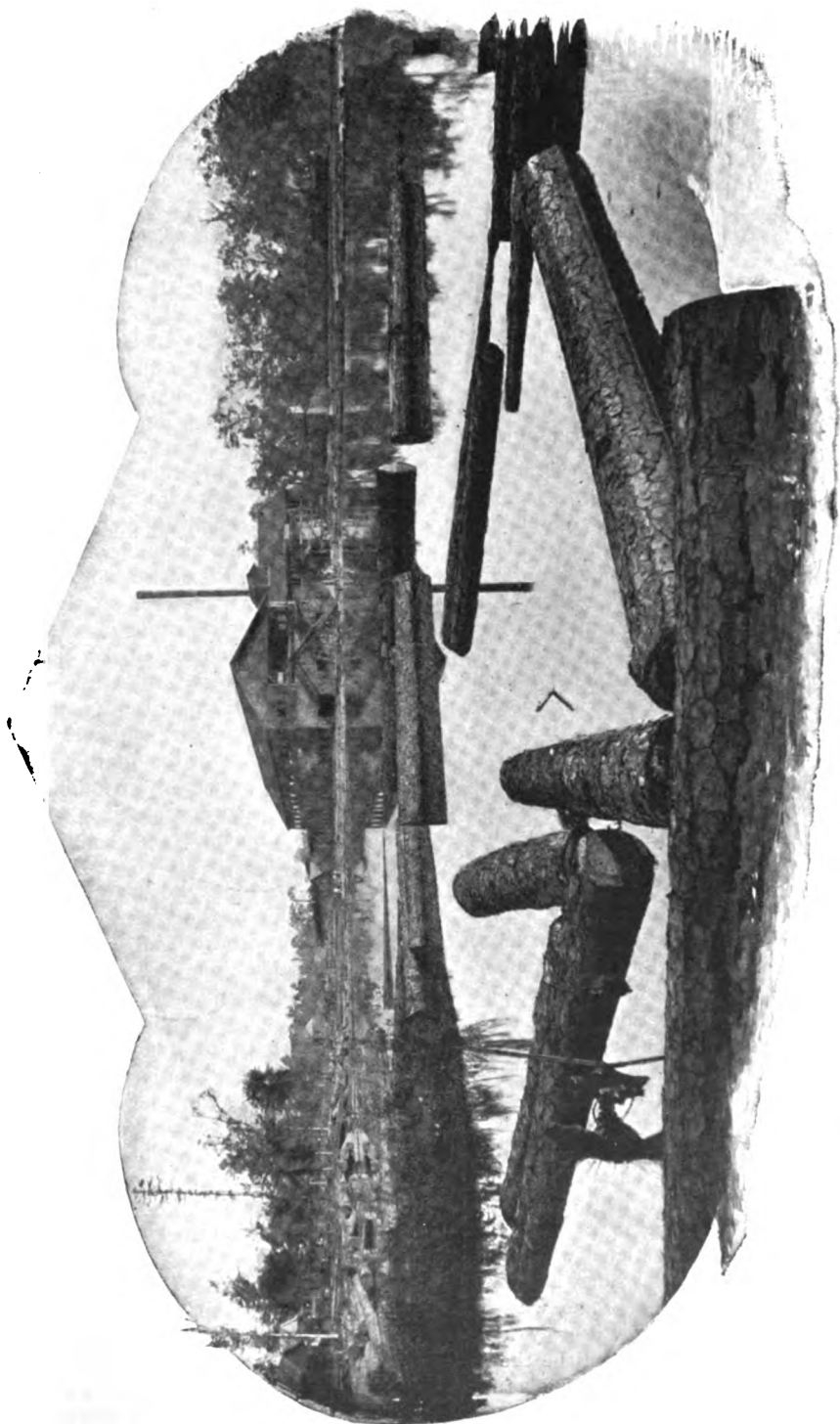
Ask Mr. D. if he belongs and he will fix himself in his chair, pull up his panties a little higher to avoid the bag-bag of the knee and may-be to bring to view a pair of stockings variously colored, brush back with tiny trembling fingers the long hair hanging majestically on either side of a head that can't be seen, and with a display of lady-like smiles tell you he's always broke; can't get anything ahead; his expenses are so big, don't you know. He may remark that "woman has caused the downfall of many a man," and expect you to be bright enough to "get next."

Mr. E. grows very indignant at mention of the O. R. T. Once, while working on the extra list, he was sent to a place that paid a little more than some of the other offices, and taking into consideration the fact that he could copy a train order or three or four straight messages without a single break, he felt sure that this was a recognition of his ability. After working there two months he was replaced by an O. R. T. man who had been working for the company seven years. He has been "sore" ever since. At another time, when the superintendent went on a vacation, Mr. E. was not called upon to fill his place. After thinking the matter over with much care he finds that seniority is the cause of it all.

31ST KANSAS.

Sound the Loud Tocsin.

While it will be two years before the Grand Division holds another session to consider the welfare of the Order, it is not too soon to begin the consideration of the revision of the constitution and statutes. We do not consider that it will be a very



TYPICAL SAW MILL IN GREAT PINE REGION OF ARK., ON LINE OF COTTON BELT ROUTE.

difficult task as the comprehension is about complete, and about all that is required is to make them say what they mean, and take out of them the crudeness and illogical innovations. And our aim should be after we once get them out to guard against again admitting them and strive like good citizens of a commonwealth to keep them straight. It may be fun for some of us, and it may seem like making business for the Grand Division to write up a lot of amendments and propositions for every session of the Grand Division to slur over, for it can do no more because there is not the time to reason out and argue. Besides, the Grand Division can be engaged in work more beneficial to the Order at large and the labor movement in general than to be continually patching up the machinery of the organization as if it was some old, worn out plant that had seen its best days. We understand that it has been a process of building and not of patching up, but let us organize the material we have been gathering together in the shape of constitution and statutes, and when it is organized and built, let it be built. To make additions and improvements is progress, but to make a change simply because it suits the fancy is neither a benefit nor progress.

We should have some definite ideas concerning the organization of the Order as well as the function of the labor movement and confine ourselves to them and not introduce disjointed matters and try to tag them on as "rider." The function of a labor organization is to better the condition of the wage earner, not by theories or schemes, but by what the actual circumstances dictate; to ward off impositions, seek better pay, and shorter hours of service.

Religion, politics, socialism or anything else has nothing whatever to do with organized labor, nor has organized labor to do with them as an organization. Organizations are not complex. The individual is the complex being and he exercises his complexity by belonging to as many different kinds of organizations with single purposes as he has social sides, and when he forgets himself he mixes one with the other, causes confusion, and destroys their function. The individual will be the individual wherever he is, and it is his function to distinguish between a spade and a

hoe, and to use them for the purposes they are designed. The function of the Order of Railroad Telegraphers is distinctively that of a labor organization, and its organization is formed for the purpose of facilitating its function and to govern itself internally so that there might be freedom and effectiveness.

The Grand Division is sovereign and no act is legal, lawful, or sanctioned unless by its permission or direction. The Board of Directors has administrative and appellate power during the intersession of the Grand Division and all its acts are subject to the approval or disapproval of the Grand Division. The President, Vice President, and Secretary and Treasurer are executive officers, responsible to the Grand Division and subject to the directions of the Board of Directors. The Subordinate Divisions are subject to the constitution and statutes of the Grand Division and under the superintendence of the President whose power concerning them is defined in the law. They govern themselves subject to their by-laws which must not conflict with the constitution and statutes of the Grand Division. They have all the authority over the membership of their own household which cannot be interfered with, questioned, or assessed except through the regular channels of the Division and specified by law. The General Committees and the Local Board of Adjustment are creatures of the Subordinate Division and have no power over membership in the Order. Our present laws do not strictly confine these parts to their function, but in some instances allow one to overlap the other. The constitution of the Order should, as far as possible, contain only the fundamental principles, with such explanations as to leave no doubt. The statutes should in no instance conflict with, make ambiguous, or nullify the constitution. They cannot as a matter of theory, and it should be avoided to prevent confusion.

The Committee on Revision of these documents have no peculiar fancies or selfish motives to inject into them, and it behooves every member of the Order to assist in their formation by suggestions as to their contents, their arrangement, and their expression, and we invite every member of the Order to send in all that he desires in

the way of recommendations for consideration or incorporation into them. We have no dread of being overburdened, we have no prejudices, nor do we hold the meanest thought in contempt. No man knows what good there is in him, nor does he know how important his thoughts are, or how far reaching they will be until he makes an effort. Even if he has tried and failed it is no argument that he may not be successful if he tries again. We expect ten thousand communications on this subject, and if we are not able to answer them all in a return mail we can review them in these columns. It would be well to sign the full name and address to all communications, as we may desire further information.

S. W. HILLER, Chairman.
3700 Haverford Ave.,
W. Philadelphia, Pa.

Government Ownership.

On the subject of "Government Ownership of Railroads and Telegraph" there is apparently a wide difference of opinion. I strongly incline to the opinion that government ownership would be much better, not only for the railroad men, but for the nation as well, for there is no doubt but that the nation would be greatly benefited. Private ownership is wasteful, and the competition between transportation lines absurd. Railroads should be operated for the convenience of the public, not for the benefit of a few private persons who own stocks and bonds.

The Western Union is an example of how the nationalization of railroads would operate. Any telegrapher should be able to realize how clumsy five hundred small competing telegraph lines would be. At the present day it would seem that our Government should properly be classed a plutocracy. In spite of the hard conditions that a plutocratic state would certainly impose upon its railroad employes, I rather think that the terms would be more favorable than those under private ownership. If the railroads were to be nationalized by purchase, I do not think it would be necessary to buy all of them; all those that were needed might be bought at a fair valuation and the others let alone.

The objection is often made that partisan

politics would interfere with the successful operation of railroads by the Government. While no doubt politics would prove to be a serious handicap, I do not think that they would be an unsurmountable barrier. The same objection could also be urged against national control of the postal system.

Leaving the political side of the question and considering its ethical aspect, I believe that any measure that tends to ameliorate the material condition of mankind is right and proper, for the highest end of government is the culture of man.

Some people argue that the chief aim of government should be the protection of property, and that if it were not for misery, poverty and crime the country would soon be over-populated. It is a good thing that such people are not in the majority. If nationalization of railroads and telegraphs would materially benefit the great mass of our people, then it should be done regardless of how it might affect the comparatively small number who now are enabled to tax their fellow citizens, through the guise of freight and passenger charges.

While it is certain that the nationalization of railroads and telegraphs would be of vast benefit to all, it should be remembered that it would be but a partial reform.

Ultimately the social system must be so arranged that production shall be directed and carried on in an orderly and scientific manner, with a fair and equitable distribution.

H. L. JACKSON.

The Rights of Labor.

Hon. John J. Ingalls, of Kansas, is in search of a solution of the labor problem. He is not trying to solve it himself, he is only looking for a ready made solution; and any old thing will do if it bears the stamp of ancient mastership and aristocratic origin.

In a letter in the *Examiner*, of June 25th, he says:

"Any laborer, artisan or mechanic has the right to refuse to work for wages that an employer is willing to pay. Being employed, except upon special contract, he has the right to demand increase of compensation, and if this is not granted, to quit. He has the right by reason, argument or persuasion to induce others to quit work at whatever loss to the manager or inconvenience to the

public. He has the right to contribute to the support of those who become dependent by relinquishing wages that they might have received. He has the right to appeal to the sympathy and emotions of those employed elsewhere to bring further duress upon obdurate employers and secure greater advantages for themselves."

But labor has other and higher rights than those enumerated above. It has the right to organize; it has the right to demand ownership; it has the right to operate the industries it may collectively own or acquire; it has the sole right to control such industries, and the right to produce, and finally to enjoy the products of toil. It has the same right to resist tyranny and oppression that tyranny and oppression have to exist; and somewhere, at sometime, someone summed up its rights in these words: "The right to life, liberty and the pursuit of happiness." The rights of labor are the universal rights of man. They are the foundation upon which alone social order exists, and upon which the social structure of the world must rest. Evil there, is evil everywhere, and conflict there, is conflict throughout the realm of organized mankind.

I quite agree with the Senator, however, that when the laborer goes beyond these, and enters the lists of lawlessness and crime, he has forfeited all his rights save one — the right to a fair and impartial trial by an honorable and impartial court. But this last right must not be denied him nor abridged.

Again he says: "Labor is a commodity more or less intelligent. * * * * It is a commodity of which there is a constantly increasing superfluity."

If it is true that labor is a commodity, to be bought and sold, its price fixed by the buyer according to his own estimate of his business necessities, then, indeed, is the laborer a slave. And that it is a constantly increasing superfluity, or that it is a superfluity at all, is an economic error that has come to be quite commonly accepted by the unthinking of the day. I am surprised that the Senator has endorsed it. As long as there is an unoccupied, untilled, unimproved acre of land in the country, and an idle man willing to work, there is a place for labor to be applied. As long as city improvement is in its present backward state, there is a use for this "superfluous" labor. As long as

the employed or the unemployed in our cities are living in abominable habitations unfit for men, labor should be neither idle nor superfluous. Properly organized, it can all be utilized.

And then he goes back to the days of Napoleon Bonaparte, to dig up from the ruins of a fallen empire, a solution of the present day labor problem. Not there will you find it, Senator. It lies straight ahead, not back. The methods and objects of the past to which you still blindly adhere are obsolete and utterly inadequate to the enlarged and enlightened knowledge which labor now has of its rights and its proper relations to producing capital. *Conseils des prîd hommes* might have been all right in their time, but they are old now, and after a century of experiment they have failed to answer the labor question. The relationship actually involved and practically acknowledged by such a "solution" is that of subjects to a sovereign, inferiors to a superior, slaves to a master, and the only result of its application is to perpetuate and strengthen the institution of wage-slavery. What else could be expected of a Bonaparte?

But no longer will intelligent labor accept such "solutions." Under the brighter light of a higher knowledge, it is now known that the relationship involved in that acknowledgement is radically wrong in principle, and permanently and continuously evil in result. Not the service, but the relation, is a servile one, utterly subversive of industrial rights, directly and distinctly hostile to material justice, and its acknowledgement, a fatal betrayal of the cause of labor at its most vital point. Long ago the United States Supreme Court declared in effect that the servile have no rights that are bound to be respected, and neither constitutions, nor statutes, nor *conseils* can change by the shadow of a hair this practical law of industrial life.

The acknowledgement of that relationship is now repudiated. Labor's comprehension of its rights has broadened and risen. The genius and example of organization has given it an inspiration, and today intelligent labor absolutely and flatly refuses to recognize or acknowledge the justice of non-using ownership as related to the machinery of industry, or to permit its management to remain permanently in the

hands of hostile interests. It is willing to recognize temporarily such management under fixed regulations; but only until just terms of transfer of such ownership and management can properly and safely be made.

The bane of organized labor today is a lack of an object founded upon principles that will permanently settle the labor problem. The fact is, organized labor has never made its standard of demands conform to its rights. It has never given its membership an objective really worthy of the manhood justice that is their due. It has never placed before them the only true remedy that can ever be of any permanent benefit to them. Organized labor is entitled to nothing less than the ownership of its industries. No objective less than this will ever permanently hold it together from within. Under present methods its only real combining force is the outside pressure of oppressing masterhood, not the inward attraction of brotherhood. The little organization we have today is caused by the outside club of the stock and bond managers, not by the inside magnetism of a principle.

Collective ownership and control of the means and machinery of production and distribution by organized labor intelligently supervised, is the key to the industrial problem; and this must become the acknowledged object of all labor organizations, namely, to fit and perfect themselves for the ownership and management, as well as the operation, of their industries, and their methods should conform to the attainment of this end; and, further, the declared purpose of ownership and control by labor organizations must be the preparation of industries of every character for transition from private to public ownership with safety to the nation. Place this object before them, and labor organizations will no longer be the disintegrating, wobbling, unsatisfactory things they are today as soon as some little advantage is gained; no longer will labor orders be but a little see-saw on the rock of membership. Place this object before them and organize them for it, and strikes will be a thing of the past. Gradually transform labor orders into business companies or industrial guilds for the actual ownership, management and operation of the machinery of industry, and see labor organizations

spring from the dead-and-alive things they are today into real and virile life, and watch them unfold to a wondering world mighty potentialities hitherto lying latent. A new vista now opens out before organized labor. An object worthy of its manhood is presented, permanent and abiding, and at last a real "solution of the labor problem" is presented as a reward for organization.

CLINTON BANCROFT.

San Francisco, Cal.

Government Ownership.

The discussion pertaining to government ownership of railroads, etc., is getting to be quite warm in our Magazine, and as the question is of such vast importance, on account of the results being so far-reaching, I cannot remain silent, and feel that I am doing my whole duty.

We will attempt to not monopolize more than our portion of THE TELEGRAPHER'S columns, and but little of the readers time, with what we may say.

In determining our stand on great questions, like this one, we should first consider as to which would do the most good to the greater number of our fellow man, because anything that is good for the people collectively, is good for them individually, directly or indirectly.

It is a noticeable fact that all the argument against government ownership comes from a selfish point of view, because it could not come from any other source. Selfishness is the curse of the nation, and the civilized world today.

Selfishness is causing men to stoop to all kinds of small things in order to possess a uselessly large fortune. Selfishness is blighting the lives of thousands of human beings, and making life a Hell, instead of what it should, and would be, were it not for the highway robbery in high places.

Possibly government ownership might be the means of converting railway situations into plums, for political party pets; however, it would not diminish the number of places to be filled by some one.

One brother objects to government ownership because it might allow the negro to come into our profession. That argument would not be so bad, if there were no one but negroes and telegraphers. While it is

true that there are some very low specimens of humanity among the negroes, as well as among the white people, there are others who are as intelligent, and have hearts that beat as kindly as our own. It reveals a weakness in us to condemn others on account of anything that cannot be avoided.

Government ownership would be good for all the people, because all the people are more or less affected by the railroads. It would dispose of many useless but expensive things that the people have to pay for. With all this vast waste removed rates could be lowered at least one-half, which would increase traffic, which would increase the demand for men and rolling stock, which would make a demand for the forest, farm and mine, which would make another demand for men and machinery. And so it would go on and on, like an endless chain.

This rule would apply as well to some other branches of industry as it would to railroads, and as Bro. Dick Drummond says in the August number, "When government ownership of railways comes we will be prepared for government ownership of some other things." Yes, and by that time we will discover that we have many things that we do not need. Among them we will find political parties. To abolish political parties would remove party pets with some other rubbish. Political parties, the pulpit, the press, and the professor, are being used as a part of the machinery to keep the masses in subjugation to the classes, but the tide is turning, and we can see it coming, the nearer, the faster it comes. One might as well attempt to stop the flow of the Mississippi by damming it, as to attempt to stop the coming of socialism. CERT. 12.

From Minnesota.

I have just laid down the last issue of THE TELEGRAPHER and have been pondering over "Government Ownership," on the way to the office. Judging from the variety of opinions held it will be some time before we can buy the several roads on the installment plan, and give the matter a trial at the present stage of the market. I was struck by the attitude of the "Gentleman from Texas," who insists that Government employees are not as well paid as railroad

men and goes on to cite second class postmasters and others and waives comparison between the railway mail clerks and baggage men, or in fact all instances where a comparison can be made, taking another brother to task for populistic notions.

Brothers, this is not argument either pro or con. If such comparisons are to be made we must consider the rate at which the Government handles the mail, the volume, expense, etc. It is useless to talk about obtaining a position through a congressman's pull, and conducting the business through the spoils system. No one can comprehend government ownership under such conditions. Civil service will have to be extended to embrace all the branches of the service with a possible exception of the heads of departments, which will have to be changed to maintain honesty and exclude positions for life, but this need not be discussed here. A germane point is raised by the brother from Montana when he says read Bellamy. But I want to go a little farther. Don't stop with Bellamy, for there are imperfections in his work which must be overcome. For instance, his plan of working in common. I think the plan has been proven a failure, as human character has its imperfections, and men will not work when they can lie in the shade and prate about the beauties of the system. This fact established does not prevent the solution of the problem by the adoption of another measure of reward built on a practical basis, such as paying a man for what he accomplishes and promotion for merit as under the present system.

In discussing socialism we must not begin to criticise theories of certain socialists by way of argument, for it must be remembered that there is no general plan of socialism, that the theories of its followers are as varied and variegated as the color of women's bonnets, and quite as picturesque in some instances. The only point wherein they are united is upon the God given law that men are free and equal and entitled to a just return for what they do. Is not this what we are struggling for. If we say sixty dollars a month is a just reward for an operator's services, is it not based on the theory that the operator produces that much? Many of us take the position that because our present system is in vogue and has

been, that it is the only correct method, or at least the only practical one. In order to give this consideration we have only to accept the theory that certain causes will produce given results, and turn back to the pages of history to find what causes led up to these conditions. I wish all of the membership of this Order knew enough of law to make a distinction between common law, statutory law and constitutional law.

The first of these divisions is the backbone and structure of the whole and the foundation of the whole. Common law is simply crystalized custom. Our own common law is fathered by England, or mothered thereby, I am not sure which. To use a legal phrase, the law is silent on that point. Turn back to your English history and read of the "Struggles of the Barons," the Magna Charter, etc., and ask yourself the question if those trying times were liable to bring out the most sober thought, the most unprejudiced opinions, and then go and ask Ramsay how far we are removed from the decisions of those times, or try Debs, who has had a little practical experience with them. Is there any of our number who does not think away down deep in his heart that America is entitled to something better. We have witnessed the evolution of machinery, electricity, and other things that thrilled our hearts with pride and made us glad that we lived today, but when we go to the law and behold its musty pages and wade into that labyrinth of the past, and see those old ghosts of the past—precedents—brought out with their clanking chains, and applied to our fellow-workmen of today there rises before us the nightmare of the middle ages. The Chateau de Iff, the galley slave, Christianized murder, all follow quickly in their turn and we shudder and say, can these things occur again?

Now, look around you at the signs of the times. Note particularly the similarity between the trusts and the feudal system of early England, as stated in my first article. Add to this the military spirit being instilled into the nation and for what purpose. Is it to guarantee you your liberty, or to maintain the wealthy in their position? You are told your Fourth of July speeches are for school boys, your Constitution is outgrown, that might, not right, is what we must give the Filipinos. Commercialism

in its worst sense is the watchword of the hour. Do you think that God is so easily mocked? From the pulpit we hear, "We must carry the Bible to these people with the sword." Beautiful sentiment, kill off their brothers and sisters and then teach them of the gentle Savior. Official murder and theft of a land we never owned. Killing off people who were our allies against an oppressive nation, and then turning our guns upon them. What does all this mean? It carries us back to the old days and above the din we hear the sound, "Crucify him, Crucify him." Can you fail to see Paul as he arrived at Rome and confronted Cæsar, and there sowed a little seed that created this age? Which will we choose, Christ or the military spirit?

But, you say, what has this to do with us or government ownership? Boys, I want to tell you something in perfect confidence, so you will be sure to tell your neighbors. These trusts are going to teach you a lesson. You have either got to get them by the throat or they will have you by the neck. There are two ways of meeting these things and one or the other is inevitable. First, confiscation by the power of the sword, or second, by substituting something to take their places, and the only thing I can see is found in a governmental ownership, a course made possible by the demand of the sovereign people. We have seen it demonstrated that cities can carry on their water works systems, etc., successfully with benefit to the whole people. That is government ownership applied. It can be extended to street cars and railroads. I do not say that everyday will be Sunday then, but every logical conclusion indicates that much wealth can be conserved to the public for general distribution. You can see what an advantage a trust has over a private firm. As the lost motion is removed from machinery its efficiency increases and Bellamy brings out some very strong points on this line. If you haven't read him, do this at once. It will not harm you if it don't meet your approval. Study these subjects closely and analyze them very carefully. It will not be many months, unless I am fortunately mistaken, when you may be called upon to disband your labor organizations as they breathe too much "anarchy," or in other words they offer some resistance to a

class that are uniting forces against you, with a cement of gold. We can't do much alone, but we have in our craft only men that can read and write. Now learn to think and we may yet lead the vanguard of a host that will save this Republic from a dangerous position. Be not dismayed by the cry of demagogue, populist, crank, etc. They are not new terms. Remember this: That from the death of the grain comes the plant, from the death of old ideas comes the new, from the death of the trusts we expect something better, and that the world always travails in sorrow to produce a great blessing to mankind.

In conclusion I want to add that an objection may be found on the ground that governmental control might tend to decrease the number of employes at competitive points. To this objection I wish to say that I am reliably informed that the Mo. Pac., M., K. & T. and C. & A. are now under the control of the Harriman Syndicate along with a number of other lines, and we have no reason to think the policy of retrenchment adopted by the trusts will not be used by the railroads when their plans are matured and the geography of the states spoiled. The Pittsburg and Gulf being the principal balk to their plans just now. They are much disturbed by that factor, and I wish we had the cash to buy that line. It's a good buy anyway, and if any of you have an idle million or two, this is a tip.

NOCTURNAL.

From Kansas.

Not having seen anything from this part of Kansas for a long time, I will see if that "goat" rejects "Colby Branch" whittlings.

The lot of the Branch boys is a hard one, especially on the West end, and we hope the day is near at hand when their hardships will be lessened and they may get a breath of fresh air.

Helpers are needed at Hill City and Hoxie, and some steps have been taken to secure for them something that will be of benefit to the boys, who have more than they can do, and enjoy a little recreation now and then.

There are some "nons" over here, and they seem to think it right and justly proper for

the boys to work for the betterment of their fellow men, but when you ask them to assist in maintaining these same rights, they say: "Oh, I am thinking some of coming in, but then I don't really have to do it, and as long as you have a good thing we will have no objections to accepting the increase in pay," etc., and I sometimes think, if it were only possible, it would be a good thing if such persons could be cut out from the benefits secured by the Order, but that would not be possible, and this fact is rather detrimental to us insofar that it does the "nons" as much good as it does the boys who stay in line and work for the good of the Order. I guess, however, when the ledger side is balanced, both debit and credit, whatever good we have done will not be put down against us in the next world, and if we do the "nons" some good we will get credit for it; if they fall short, we will have the satisfaction of knowing what it was for.

I am glad to read that all the boys are working under the "finest" set of dispatchers. They all say good words for their dispatchers, but when you find a finer set of dispatchers than we have at Ellis, we would like to know it. We would seek comparison, and then we would question whether it were so.

There have been a good many changes of late on the Branch, and the work still increases. Business here now is similar to that of 1892, when we had all we could do from six o'clock a. m. to 11:30 p. m.

I see a great deal is being said in the last number of THE TELEGRAPHER about government ownership of railroads. We might as well drop it, for this one reason: Should the Government control this line of progress, it would be a continual political scheme, and we would be, like the postmasters, presenting our petitions for the job, and many a good man would have to wait four years for his job. I was considerably impressed by the comparison made in the last TELEGRAPHER, by Mr. Graves, concerning government and railroad salaries. This comparison alone, being true in every respect, should claim our deepest consideration.

If we succeed in doing all that is required of us in the matter of building up our Order, we will have no need to turn to government ownership of railroads. Should all who are engaged in the art of telegraphy unite and

stand firm, then we would soon have all that we asked for, and not have time nor inclination to subject ourselves to political schemes, securing our daily bread through the influence of some party to whom we had pledged something that we otherwise would scorn to look upon.

Brothers, let us stand shoulder to shoulder as one mighty union for good, and while we are thus working we will become interested in the welfare of our craft, and will accomplish more real good for the cause than we can hope to by preaching government ownership and such things.

If this escapes that "goat" we will come at you again some day, and fire something at you concerning what we consider for the real benefits of the Order, and what we think to be our duty, and what our Order should be, so that we will be able to go at the "nons" with an unanswerable argument. Just now everything does not look just that way to us. There is some room for improvement.

Yours in S. O. and D.,

"OLD MAN."

Licensed Telegraphers.

I have read several articles in THE TELEGRAPHER on the question of licensing operators, and I am in favor of it, as in my opinion it will add honor to our profession, and place the qualified operator where he will get justice; in other words, place him on a higher level than the inequalities of telegrapher or student.

In my opinion it will mean success to our profession and our grand old O. R. T., and there would not be a single non to tell the story.

How many who employ operators ever satisfy themselves as to the ability of the applicant? The majority, if in need of a man, will give the applicant transportation and instructions where to report without really knowing whether the applicant can tell a call or not.

This is a question that every brother and sister should be familiar with and come out and show their colors. As for myself I am a member of the O. R. T. for the good there is in it, not merely as a matter of form. There is more responsibility resting upon an operator than upon any other class, unless

it is a train dispatcher, and the least required of him as to his or her ability.

As to the student question, this is our only means by which we are to rid ourselves of being put on an equality with them in our profession. To say the least of it, if they had to be licensed, it would hold them back until they were thoroughly qualified.

I feel confident that all my brothers and sisters will agree with me on this question. If there are any who object, they are enemies to themselves and to the organization, and should be pitied rather than censured. Now is your time to be a friend to yourself, as well as others, and quit sleeping on your rights.

Wake up and rally for our organization. Let us hear from some other brother or sister on this question.

Cert. 1714

Div. 19.

Enthusiasm.

Hurrah for our Order! Let us shout and sing and grow enthusiastic. Don't let the gloom and sullenness and the pessimistic remarks of a few of our worthy brothers overspread our Summer sky. Let us talk of our goings and comings, our trials and tribulations in a hearty and invigorating manner, regretting our errors and misunderstandings, thinking of nothing but success, giving all a willing hand to spread the old doctrine of unity, and with it equality and fraternity.

Hurrah for our worthy President!

Hurrah for our Secretary and all the Grand officers!

Hurrah for our members and our own division!

Coldness never won a cause yet, and it never will. It is enthusiasm which sends the red blood coursing through our veins; enthusiasm, with its loud hurrahs and shouts, that leads our armies to their victories; enthusiasm which makes heroes of our soldiers and sailors, and also of our railroad boys. For the sake of progress and prosperity, all those who love our Order should follow us in our good work, and if you are the better able to lead, we will gladly follow in your footsteps, and then hurrah for you and for the way you lead. May victories

always attend your course, and may you always have a large and devoted following.

Hurrah, and again I say hurrah for our successful leaders of the past, and may they be more successful in the future.

Wake up; wake up, my brothers. The old world is moving on fast and we must keep up with her in her mad old race. Wake up and put on the armor of progress, and the helmet of right thinking, and join us in throwing overboard the gloom and narrowness of these many centuries. Help us destroy a few of these old tyrannies that our ancestors have left us as a relic of the dark and cruel ages of despair and death.

Come, all of you, and help us blazon a way through these superstitions and fears of a by-gone age. Hurrah for all of us, and let us get at this work of abused privileges and old-time rights. You all owe us at least a few good words, or a loud and pleasant laugh, as we are moving on.

Oh, you cannot tell how a generous shout of applause, a genuine good old hurrah, helps us when the hour is getting a little darker and we seem to be deserted in our forward march for human rights, and if you, my brother, don't know what it is, great is your loss.

Who can weigh the value of a hearty grasp of the hand and genuine old time pat on the back and a few words of encouragement and praise, and then once in a while a few more hurrahs and a toss of the cap in the air?

Let us put back out of sight and mind our past enmities and sorrows, past trials and dangers. Let us march forward an enthusiastic band of Telegraphers, keeping shoulder to shoulder in our struggle for human rights and civil liberties. With hurrahs and all sorts of enthusiastic display, let us look forward to the day when our number shall be legion and all our endeavors victories.

Z. T. TQWGEYFZ.

Wasn't Very Prudent.

There was a little boy, and he wasn't very prudent,
And in his little office he had a little student.
It took the little student months to learn to telegraph,
But when he did, he got the job, and gave the boy the laugh.

Now, had he been a member of the glorious O. R. T.,
He wouldn't had the student there to keep him company.
He'd done his work, and done it right, without his little student;
But then (as I have stated) he wasn't very prudent.

Highbys, Ohio.

C. F. POWERS.

FRATERNAL

Erie Railway System Division No. 42.

Delaware Division:—

As nothing has appeared from the Delaware Division for some time, we would like to have it known that we are in existence, and that we have advanced our membership quite a bit since our last notes appeared in THE TELEGRAPHER.

We are very thankful for that, but we are very sorry to note that there seems to be something lacking somewhere. Was signing that document merely an excuse to make believe or pass it along? We put it forth thinking the signers did so sincerely, but when some of them were approached to carry out their intentions, there appeared to be some excuse. We are grateful to those who were sincere and are now aiding us in our work, as about fourteen new members have been added to our list, which places us up to quite an important point.

Boys, those of you who are non-members, why will you not help us to keep the list growing? We have an excellent start, and it does seem too bad that so many of you will not try to assist us.

If this order is not carried out to a satisfactory point you must say nothing, only that you were too tight and stingy to join. That is just where the whole matter lies. We also notice that some of the boys who expressed a desire and willingness to join and help us are teaching students.

If this matter is kept up, where can success come in? Do they see honor in teaching someone? Do they deem it a bright spot in their brains? No, but a big soft spot, where brains ought to be.

We have a lot of just such fellows on our division, and it does seem so strange that they will keep it up, while others are working for their own welfare and advancement, and they in return put out students to work as fast as they can.

We have no notes to offer this month. If the members will collect in a few and send them to one of the members of the Local Board, they will be gladly forwarded to General Correspondent. Send some in, boys, and let us know what you are doing.

Yours in S. O. and D.,

CERT. 153.

Meadville Division, East:—

Bro. Murry, of "RS" Ray St. Tower, is doing extra copying in the dispatcher's office. Extra Opr. Corbett fills his place at the tower.

Bro. Ray Crowl, of Cambridge Springs, has resumed duty after two weeks' rest.

Extra Opr. Carroll is holding down the night tower at "SG" Steamburg, while Bro. Matson is doing extra business at Jamestown Depot. Extra men have been at a premium on this division for the past month, but now they are getting quite thick again.

Regular night man, Jno. Petit, of Miller's Station, took in the Willis Grove picnic last week.

Wm. Knight, night man at Corry Depot, was promoted lately to message operator in "HF" dispatcher's office. The vacancy was filled by Mr. Cronin, from Corry Tower, he being the oldest man that applied. It is a guess who gets "MY" Corry Tower.

We are indebted to our General Committee by whose untiring efforts this matter of advertising vacancies was brought to the notice of the officials. The "nons" should give this their consideration.

Bro. Maloney, of "WO" Waterboro, has been taking a week's rest during these hot days. Bro. W. L. Jobes filled his place.

Extra Opr. Smith, from "HF" Division West, is working at Bear Lake, nights. Extra Opr. and Agent L. H. Heier is now at Ashville for a few weeks. What a relief it is to have a man at that point who will shut off those "hams."

Bro. S. W. Jobes has been working at "WC" Tower for Bro. S. G. Sands.

Extra Opr. Broderick is doing the owl act at Red House.

Bro. S. E. Dewitt enjoyed a day off to attend a family reunion. Bro. Sam. Jobes filled his place.

Sister Agnes Shields, of "WC" Tower, enjoyed a pleasant trip to Celeron one evening.

At St. Peter's and Paul's Roman Catholic Church, Jamestown, N. Y., on August 14th, at 6:30 a. m., by Father Coyle, Bro. John Hayes, of Jamestown, N. Y., and Miss Jessie Madden, of Watt's Flats, N. Y., were quietly married in the presence of a few friends. The happy couple left for a short honeymoon and their many friends wish them success through life's journey. Bro. Hayes resumed work with a nice, large box of cigars.

Bro. W. L. Jobes has been doing the night trick at "JN" Tower during Bro. Hayes' absence.

Dear brothers, as the future is looking better for our advancement to convert the "nons" during the sunny days, let each one spread the gospel of O. R. T.-ism. With kind regards to all I will close.

Yours in S. O. and D.,

CERT. 39.

Mahoning Division:—

A. R. Case has accepted the agency at Randal, vice C. E. Norway resigned.

Bro. L. E. Minck, Girard, had his arm injured some time ago by a slamming door. Ross O'Rourke is relieving him.

We 13 the night man at Warren, Md., recently clerk at main depot Warren, Ohio, has his hands full; did not find it such a snap.

C. H. Stroup was appointed agent and operator at Wheatland, Pa., a new station opened July 24th. Salary \$50.

I wonder what the boys think of the man at Pymatuning, who is teaching students for the sum of \$35? I cannot understand why or how a man

can get such a misunderstanding of the situation as to do his best to injure a business that is already down.

Bro. V. J. Beaumont is now working on the Nickle Plate Railroad.

Cincinnati Division, East:—

Bro. J. W. Bringolf, Tallmadge, nights, regular.

P. J. Kennedy, Sherman, nights, temporarily in place of Bro. Q. N. Geisinger.

Bro. W. F. Benedict at Silver Creek still signs "Ben" to "19" orders. Look at your rule, Ben, for 19 orders.

Bros. J. B. Hilliard, G. G. Geisinger and Thomas Shea, at Wadsworth, will soon have their new depot to live in. Any station desiring a "comfortable depot" can obtain one cheap at Wadsworth now.

Chas. White, at West Salem, nights, is on vacation. Andricks is working in his place.

Bro. J. F. Smith, agent at Polk, is on a month's vacation. Extra Agent J. M. Wells is relieving.

Bro. Owens, at Polk, nights, is on a vacation. Extra Opr. Broyles relieving.

Changes in agencies as follows: C. Morrison appointed agent at Galion, vice G. W. Snyder resigned; H. L. Anderson, of Durbin, Galion; a Big Four man at Durbin; J. J. Andrews, at Broadway, resigned, L. F. Lary, of Pottersburg, appointed, and Bro. I. N. Geisinger, of Sherman, nights, agent at Pottersburg.

A. J. Albin, who used to work at S. Akron, nights, is now with the Champion Chemical Co., at Springfield, as advertising manager.

W. F. Andricks, from the N. & W., is now extra man.

G. J. Kauffman, at Hills, nights, resigned, and is now working a day job on the P. F. W. & C. at N. Lawrence. Extra Opr. E. H. Fulton is at Hills, nights, temporarily.

The engineers and conductors on the Big Four got a raise in wages. They consider their services worth more than from \$3 to \$4 per day, but the telegraph operators, well, \$1.50 a day will do me, sir, if you will kindly give it to me, and I'll just be tickled to death to work twelve hours a day, seven days a week. What do I care if my friend, who gets \$45 a month learning an office position in a manufacturing establishment, gets fifty-two Sundays off a year, one-half Saturday holiday (28 days a year), ten days holiday a year, two hours less per day (60 days a year), a total of 148 days a year with full pay? Why I would sooner work 365 days at \$1.50 per day. Then get all that rest for nothing. Why just see if I'd take all that rest and pay for it, I would only be getting \$318 per year, or 84 cents a day. Whew! That's lots for an operator to get, 84 cents a day. On the other hand I will work 365 days per year for \$1.50 a day, while he works 217 days at \$2.49 a day and we both get \$540 per year. I think I have a good job. Don't you?

We are glad to hear from so many new roads.

Lima Division. Section 1:—

The company is drilling a well one-half mile west of Uniondale. This means the putting on of a regular pumper, and, we fear, finally will do away with the tower. The company is looking out for their

own interest, and let us do likewise—join the O. R. T.

We understand Bro. S. P. Willis anticipates a trip to the South in the near future. Look for the "Colored Child."

We are glad to see Mr. Woolery in the dispatcher's chair; it just fits him, and Ed. is well worthy of it.

We are sorry to learn of a student at Simpson, and one at Markle.

There is plenty of room here for operators; none but O. R. T. men need apply.

Bro. Crist has left the C., H. & D., and is with the Nickel Plate. Success to you, "CR."

All of the offices generally closed this time of the year, are now working two men.

Boys, for the love of Prof. Morse, stop monkeying on the wire.

Section 2:—

Night operator Geo. Sutton, of Westminster, has been taking a few days' vacation, and his wife made him a present of a fine girl in the meantime. Father and daughter are doing well.

Opr. Willis, from Hepburn, has taken charge of Harrods, nights, since that office has opened up again. He says Hepburn is all right for a Summer resort, but give him Harrods for the Winter time.

The C. & E. is beginning to feel the "prosperity" earlier than usual this Fall, as all the night offices have opened up and the towers are all doing business, just as they do in Winter when lake navigation closes, and cuts off competition via water routes.

We hope some of this prosperity will be appreciated by those who have so many excuses for being out of date in the Order. We have several who are very "sympathetic," and several who are out of date, who ought to do more than "sympathize" with the Order. They may need more than sympathy some of these days, and if they get what they deserve, it will be just "sympathy" alone.

Bro. H. M. Dille, of M. Q. tower, has been saving all his spare coins for the last ten years or more, and bought a half interest in the finest stock of shoes in Lima, and is located in the oldest and best stand in the city. He may quit telegraphing some of these nice days, and devote his time to shoeing the public.

Night Operator I. C. Stayner, of Alger, is surely in hard rows. As he lives near the Scioto marsh, where potatoes grow fully as large as the law allows, he concluded to speculate in that line, so rented ten acres of marsh and had them planted; when lo, that June frost killed every one, and Ira is out the rent, seed, labor and all, and now Mrs. Stayner is very ill. He is wondering what will come next. Let us hope for a change for the better.

Day Operator G. Harbison, of Spencerville, is taking a few days' vacation, and Mr. Strode is orking the day trick, while Mr. Miller is doing he night turn there.

Now let me urge every member of Lima Division to get after the "Havebeens" and "Sympathizers," and help get up an interest in our System Division No. 42. It takes a little cash, and only a little from each one, if it is put in regularly, and the results are worth all they cost.

There is a great deal of disgraceful vulgarity, and monkeying on the wires, which is beneath the conduct of any gentleman, and it is the duty of every O. R. T. man to try to locate this indecent practice, and keep free from suspicion. Let us be loyal Order men, and gentlemen as well, who will command the respect of the public, and of our employers.

CERT. 2836.

Chicago Division:—

Bro. W. L. Abbott has been given charge of the transfer gang which is transferring coal to foreign cars at Hammond, Bro. C. H. Emery taking second trick, with Bro. W. J. Imes at H. Y. Tower.

Bro. C. H. Emery acted as agent at Highlands during Bro. Lynch's absence at New York on the General Committee.

Bro. R. S. Berlin holds Griffith Tower, days, with Bro. Walter Imes as night agent. Walter has embarked on the uncertain waters of matrimony with one of Hammond's fair maids. We wish him a happy and successful voyage.

Bro. W. H. Robinson, at Crown Point, enjoyed a few week's vacation, Bro. Huron working first trick, and M. C. Huffman second trick during his absence. We are glad to have Huff back on this division again, and we hope he will see his way clear to be with us soon in Division No. 42.

Bro. Ed. Clement, at Palmer Tower, is enjoying a few week's vacation, "Sister" Culler is filling his chair at "MS."

Bro. E. C. Sparks has been transferred from the Aldine to the Ora agency.

Brothers, what is the trouble with the nons in your locality? Have you tried to get them in line and reported the result to the members of your Local Board? Do you know that you each have been appointed a committee of one to try to bring one of them in out of the cold? You should be able to do this until every desirable operator on the System is gathered in. They have no argument to give, there is no argument that will stand against thorough organization.

CERT. 17

Cincinnati Division, West:—

Bro. J. C. Ryan, operator at the gravel pit, worked a few nights at "SK" Tower on the Cincinnati, East. Bro. Harrigan, of Ontario, relieved him at "GR."

Bro. West, of Marion Junction, spent a few days with his parents at St. Paris. He was relieved by Extra Operator Lewis.

Bro. Fox, of Caledonia, nights, is laying off, being relieved by Extra Operator Russell.

R. C. Fenton, manager at Marion Junction, has taken his wife and family to the hills of Pennsylvania for a vacation of five or six weeks. Bob says he thinks he will be able to take a ride on the O. R. T. goat on his return. Bro. Tynan takes care of the switch-board, Bro. Hogan second trick, and Extra Operator Lewis the train wires at "RN" during his absence.

Bro. Neal, of Dayton, is taking a much needed rest.

Mr. J. J. Andrews, agent at Broadway, has resigned his position to enter other fields. Mr. L. F. Lary, agent at Pottersburg, takes the agency at Broadway, and Extra Agent Bro. I. N. Geisinger

goes to Pottersburg until the new agent is appointed. The brothers are all sorry (?) to hear of Mr. Andrews' resignation.

To Correspondents:—

Get your news to me not later than the 28th of each month. We missed August number on account of holding news for late arrivals, the news that did get in did not come to me.

K. L. RUSSELL,
Gen'l Correspondent,
Akron, O.

Canadian Pacific Railway.

Eastern Division:—

This morning I received my May, June and July TELEGRAPHERS, and want to tell the boys and girls how much benefitted I feel since reading them. My appetite has been failing, and, in fact, I was feeling kind of run down, don't you know. Well, now I'm rejuvenated; in fact, I think I'm getting fat, and to this latter I wish to make a reference.

It's all on account of that dog of which we read in the May number, and the second edition, from the Pacific Division, over the signature of "Cert. 744," in the June number. Talk about "laugh and grow fat." That story of Bro. Tanquary's pup "didn't do a thing" to me.

But I must confess that, although I have no desire to dogmatize, I certainly have my honest doubts. So far as that Pacific Division pup is concerned, the undersigned distinctly declares that Bro. "Cert. 744" must have given his evidence while under the influence of mountain dew. It reminds me of "Mark Twain's" story as related in "Roughing It," about a hunted buffalo which caught the hunter and threw him into a tree. The infuriated animal then proceeded to tear up the sod for an acre around the tree, and wound up with an attempt to climb the tree. Positively, it climbed the tree. Now the hunter was in an awful fix. Something must be done at once.

Quick as a flash his lasso occurred to him. He would hang the brute. Tying one end of the lasso around a strong limb of the tree, he threw the lasso over the head of the buffalo and discharged an old horse pistol into the animal's eyes and then slid down the other side of the tree and escaped. When the adventurer got back home he related his story.

Someone seemed incredulous, and said it was a good story if there was any proof. "Proof," said the hunter, "what people. Did the lasso come back? Did the buffalo come back? Well, then, what further proof do you want?"

Having traveled considerably during the present Summer, I am in a position to judge of the general regard with which our worthy Order is now held.

Well do I remember when the O. R. T. was looked upon as the infant class. Now-a-days the O. R. T. is looked upon as one of the most potent labor organizations in America, and I am at a loss to understand how any healthy telegrapher can remain out of the fraternity. Come in, boys. Publicly acknowledge your fidelity to your manhood.

I agree with the brother who says that our motto should be "Organize!"

Anent the Convention, I hope the gallant words of Bro. Thruston, "Do right," will find an echo

throughout the entire fraternity. This is the shortest and easiest road to success.

Convention notes are enthusiastic. "Oh, what must it be to be there."

For fear of overdoing it, if I've not already done it, I sign myself

Yours in S. O. and D.,
D. I. SPATCHEE.

"Why should telegraphers work for express companies" for a commission? Is it not time that we should make an effort to have a salary from express companies? We usually have money orders to the value of seven or eight hundred dollars on hand, and are held personally responsible for them, and the commission at a great many offices does not amount to more than two or three dollars per month. The express superintendents fix the rate of commission, and we have no say in the matter. If correct rate is not charged we are expensed for it. I do not think that anyone should handle express for less than ten dollars per month.

I would like to have this subject taken up and discussed in THE TELEGRAPH.

CERT. 1213.

Pacific Division:—

Your correspondent regrets that his notes for last month were received too late to be published.

Bro. W. O. Miller, our highly efficient and very popular General Chairman, has been called up higher, being appointed car accountant for the Pacific Division. A more deserved promotion was never made. Bro. Miller has been agent at Kamloops for the past two years, and the people of that city, to show their appreciation for him, tendered himself and family a trip on the steamer Ethel Ross. On the return to the city, Bro. Miller was presented with a beautiful silver salad bowl and spoon. Bro. Miller carries with him the best wishes of countless friends.

Bro. Ed. Goulet, agent at Vernon, has been promoted to the agency at Kamloops. Bro. Goulet has been a very popular agent, and the citizens of Vernon, while pleased to see him promoted, are sorry to lose so courteous an agent. Before leaving Vernon he was presented, by the Foresters, with a very fine gold "Forester's Jewel," and the Knights of Pythias presented him with an address and "silver dish." We bespeak the same degree of popularity at Kamloops as obtained at Vernon for him.

Bro. T. J. Camisky, agent at Sicamous Junction, has been transferred to Vernon. Tom will not have his life threatened by mosquitoes there.

Bro. Barker, agent at Beavermouth, has been promoted to the agency at Sicamous Junction. The mosquitoes "won't do a thing" to Bob. How do you like 'em, Bob?

Bro. A. Sharp, agent at Glacier, has been promoted to the agency at Beavermouth. "S" says it is rather dull without the girls. We 13 he misses the young ladies at "G."

Bro. Frank Robinson, operator at Notch Hill, has been promoted to the agency at Donald, vice McMillan, resigned to return to the Western Division, and is now acting agent at Edmonton. Bro. Robinson was greatly interested in educational matters while at Notch Hill.

Bro. J. Armstrong, operator at Sicamous Junction, has been promoted to the agency at Glacier. Jimmy is filling Bro. Sharp's place in the affections of the dear girls there.

It is said that Bro. Gainfort, at Field, whistles "I'm the warmest baby on the string" when he works the wire.

"Squillax" Bob Jelly is now working the left leg of the Montreal quad in Revelstoke Office, and acts as traffic chief in the absence of Bro. Dier. His staff includes Bro. C. W. Mitchell.

Bro. R. Barker, operator at Laurie Pit, has been transferred to Notch Hill, Opr. Bourne going to Field.

Bro. Frank Haney, has been promoted from Griffin Lake to night operator at Sicamous Junction. Bro. Hayward going to Griffin Lake.

As a number of agents, especially the new ones, feel the lack of a set of rules to govern the offices, I will publish next month a set of rules that have been successfully worked for eight years at one of our old terminal points.

Bro. Vivian Dunn has been sojourning at Hector for some time. He says he spent a very pleasant time among the ladies there, who frequently inquire for "Squillax Bob."

Bro. Currie, agent at Salmon Arm, is now "lawn tennis champion" of the Pacific Division, having won the gold medal in the singles, ladies versus gentlemen.

CERT. 744.

Soo Branch:—

As nothing has appeared in the Journal from this end of the pike since "Bluestone's" article. I will give the brothers of this system a list of the dagoes, and where they are located.

At Soo, Ont., Bro. J. B. Way is agent, Bro. Cavers, who does so much shooting off all the time, is the name of the day man, while Bro. Cormack is the night man.

At Garden River a beginner by the name of Gunn looks after ballast trains.

At Echo Bay we find the genial Morrison, the man who has been better days.

At Deserates the man of wealth, Mr. Lear, is agent.

Bruce Mines, the old mining town, is held down by Bro. Chris. Carmichael, the biggest man on the branch.

At Thessalon we find Bro. Wagner, who has just returned from a five weeks' vacation; Bro. Twobey relieved him.

Dean Lake is held down by our old stand by, Bro. Dick Tyner. Dick is the only man not having been moved under Mr. Bury's regime as superintendent.

A. C. Egan, the popular agent at Blind River, can scrap more shantymen in less time than any other two men on the system.

Bro. Earl is agent at Algoma, where a large business is done during navigation. (Reports say he is the only man that handled this station satisfactorily.) It being previously held by "none."

Bro. W. Austin, at Spragge, is off on a vacation; Bro. Dickson relieves him.

Now for a string of "none."

W. Grant is agent at Spanish; D. Carmichael at Walford.

Fred. Summerby was transferred from Nairn Centre to Massey, Bro. J. Austin being transferred from Massey to Bonfield.

Bro. Sayers does the moonlight act at Webbwood, while G. W. Angus does the agent's work.

Nelles, night owl from the Soo, was appointed agent at Nairn Centre.

A. Lennon is Worthington's popular agent; although not an O. R. T. man, he is a good fellow.

Bro. Webster holds forth at White Fish.

Bro. Fred. C. Dorway is relieving Mr. Martin, agent at Sudbury. Fred. is an all around nice fellow.

Bro. Phillips does the hustling act in day time, while Bro. A. G. Way does the brass pounding at night.

Bro. Kellogg handles the ore trains at Copper Cliff.

At Rayside we find a brother to the scrapper at Blind River, while Bro. Patterson has lots of work at Chelmsford, besides talk French to the girls.

G. J. Bury, who has been superintendent on this division for the past ten years, has been transferred to the Western Division. Mr. Bury, while with us, created a great many changes, and was generally well liked, as one could not help but come in contact with him, and any grievance brought before him in latter years was usually settled in our favor. I would like to hear through the Journal next month from that part of the system, Fort William to Winnipeg.

Mr. Kennedy, superintendent from Chapleau, was transferred to North Bay, chief dispatcher Murphy, at Chapleau, takes Mr. Kennedy's place.

Your humble scribe had the pleasure of meeting Bro. Howard, of Mount Forest, agent Herbert, of the Credit, agent Bower, C. P. telegraph, London, Ont., while on the train from Toronto to Montreal. Agent Herbert treated us to all sorts of good things, which was immensely enjoyed. More next time.

CERT. 202.

From the "Big Four."

Indianapolis Division:—

Having waited many moons to see a few lines from this spot of civilization and failed, the conclusion is reached that our brothers and sisters are depending on a country stick, i. e. the undersigned, to start the ball rolling.

We notice in each and every issue of THE TELEGRAPHER that others are up and doing—making hay while the sun shines—and it causes a feeling of good cheer to peruse these pleasantries and note what has been done and the expectations as to what will be done.

The old Indianapolis Division presents a "solid front," as the organizers that pass through from time to time can testify. "Ham factories" are all closed and the would-be lightning slingers are wending their way to schools where the art is "taught," and expect to become full-fledged telegraphers in six weeks. Success (?) to them.

A few changes are made from time to time, making it quite difficult to keep tab on the lads, "owls" especially.

It is reported that "Old Reliable" Hudson will occupy a chair in the train dispatcher's office be-

fore long. "EM" will look gay in "white" 'cess.

Bro Hess & Son. "JN" and "S," at "DA" are finding no trouble keeping busy these pleasant warm days.

The boys say "O," at Ansonia, and "D," at "MO," are both of a marriageable age, but owing to shyness on their part those fair damsels will have to hurry a leap year around to help the boys out.

"DE" and ex-Marshall "K," at "SD," put in thirteen hours each and every day but Sundays and legal holidays.

"B," at "U," was absent a few O. S.'s. We presume 'twas melon trouble.

"S," at "RS," finds the daylight getting too short for his busy days.

"H," of "K," once the bearded then the whiskerless, is riveted to his post and is happily situated in that new depot, and wouldn't change jobs with the President. Might like a change of salary.

Comrade "X," at "WI," has been on the furlough list for a time, and Bro. R. is doing the day act.

"KS," at "FD," once with Klondike aspirations, is kept on the hustling line throughout the day.

"RN" is laying up for repairs during the wind-up of dog days.

"R," at "BF," is using natural gas these cold days—nit, and trying to keep warm.

"RO," at "BI," and Runyan, the "owlet," are usually on the 25 list.

"KY" is a hot spot, but "B" and "MC" find no trouble in keeping their heads above water.

"D," the fixture at "OR," will ask for a few days off in the near future. Jimmie is always awake, the boys at "Z" say.

G. A. R.—"W," at "OU," will head for Philadelphia now shortly. William keeps step with the soldiers' reunions and is never refused a lay-off.

Daily, of "D," has been doing business on 13 and 1, at the home of the "White Coats." Its "ahr" up there all day. He manages to take tea with the better half on Sunday eve always.

"J" once more announces trains at "X," and the people are pleased to see the old familiar face again. They were sorry to lose Bailly, but are glad to know he had a No. 1 position at "SY."

"JO," at "HF," knows there is no other spot half so dear as his present, and we might add past and future location.

"Sam," at "V," manages to wiggle through the hot days by the use of a palm leaf, while "E," at "J," thinks how nicely the crops grow out on that little farm.

"R," at "VA," is wondering what his chances are for a trip to Philadelphia, as he has been attentive to business lately we think "CWB" will arrange it.

Broek and "R," at "CY & QC," are pleasantly situated on the banks of the Miami, and enjoy life while the chance permits.

"O," at "ON," a hay fever victim, says his salary hardly permits his claiming that disease—it belongs to the rich.

"FI" and "IR," of "NR," are absentees as we write. They enjoy an outing occasionally.

To the boys, one and all (the sisters, too), since the O. R. T. ball is rolling, give it a push, keep it going, let no moss gather. Remember, in union there is strength, and if there is one out of the fold ask him kindly to unite with us. The cost is trivial.

and the good would be much on this, the eve of prosperity. (Notice, we don't mention the gold standard.) While others are receiving increases in their salaries, railroads, and especially the Big Four, are reaping a financial harvest. Can we do other than think our employers would cut us down for asking only what is just?

The "Z" office is in sympathy with the boys as well as themselves. The road looks clear, and with such a noble committee as we have, success is assured so long as we stay within the bounds of right.

Chew "Red Horse." Government ownership, yes.

Yours in S. O. and D.,

CERT. 136.

White Water Division:—

At "CA" we find Bro. Farrel, who holds down the wire in good style.

At "MI" Bro. Gardner hustles freight and is always ready for a chat over the wire.

Bro. Hallowell, recently agent at "MO," we now find as bill clerk at "CR," and we miss his cheerful voice.

At "AN" Bro. Coffman is found on duty as regularly as at his meals, and that in about clockwork.

"MO" is now answered by Bro. Anderson, recently from "CY." At "CY" is now Mr. Rodebaugh, an extra man.

Bro. Jenks, from freight office at "CR," is now agent at "B," and makes things lively once in awhile. He says, "these Dutch are awful."

At "N" Sister Brown keeps things on a level. "CO," will you be glad when muskmelon season is over?

Bro. Tracy is chief "slinger" at "H," and says the country around Harrison can't be beat for fine watermelons. Don't eat too many, "KO," if they are good, for remember you once had to take paregoric in large doses for that very failing.

Now, let's hear from all of you. You can all write, and write better than your humble servant. So please do so and we can start a little sociability along this division of the "pike." Keep the ball rolling.

There are a few "ham" factories around yet, and I don't see how any brother can imagine himself a sincere O. R. T. man and tolerate such a thing under his nose. We must wake up to the fact that the more students we teach the more we are fixing things so we will have to die paupers.

Now, wake up, brethren, and let's hear from every one.

Yours in S. O. and D.,

GROGAN.

Pittsburg Division No. 52.

The trains on all the different roads entering into Pittsburg were, no doubt, on time Saturday evening, August 5th, as the lodge was called to order by our worthy Chief shortly after eight o'clock with a very large attendance. Twenty-five applications were approved by the division. This increase is due to the fact that Bro. Daeres, the well-known organizer from Peoria is in our midst, and is meeting with wonderful success.

Three applicants appeared at the ante-room door seeking admittance, and were welcomed to membership by our Chief.

The union picnic and meeting which is to be held

in Connellsville on the 19th and 20th of the present month, will no doubt be largely attended by the membership. Those who attended the last union meeting there a year ago well remember that it was a social as well as a financial success to all of the organizations.

A very gratifying report was read from the Secretary of the New York Division, in which it was stated that they have doubled their membership in the short period of one year. We congratulate the officers of that division, and trust that success will always be with them.

Quite a number of old timers put in their appearance at lodge Saturday night for the first time in almost an age. Bro. "Bill" Poulmney, of the P. & L. E. being one of them. "Bill" is an old-timer, lives but a short distance out of the city, and is not, to our present knowledge, bothered with a "better half," yet for some reason he has been rather slack in his attendance at lodge. Come often, "Bill;" we want you with us.

Bro. Harvey Bird, who has been working on the Second Division of the B. & O., and who is at present resting at his home in Allegheny on account of sickness, was with us. Bro. Bird, prior to his removal from this territory, was a regular attendant at meetings. We are sorry he cannot be with us, and hope he will soon be able for duty again.

Bro. Daniel Brislin, of the Union Railroad, was in all his glory with two applications for membership. Bro. Brislin was formerly on the Wheeling Division of the B. & O., and made a splendid record, but an inducement from the Union Road took him from the B. & O.

Bro. Frank M. Lockhart, of the B. & O. at Glenwood, it is well to note, is becoming a regular attendant. Rumor reaches us that Frank and Lineman Charlie Cooper are hatching out a design for a telephone repeater which a Chicago telephone president offers one million dollars for. It is hoped that Frank and Charlie bring out the right thing, as their friends are anxiously waiting to spend their million dollars. Bro. Lockhart is one of the most popular telegraphers on the B. & O., an expert at his business and a gentleman at all times.

All the B. & O. boys are well acquainted with Charlie Cooper, the lineman who looks after the wires on the Pittsburg Division. Although Charlie is no member, he is one of the whitest men that ever cleared a "cross" or run down a "ground." Here's hoping, Charlie, that you won't have half the "trouble" you did last Winter.

Bro. McGuire was at his post of duty, as usual. "Mac" is located with the firm of a well-known Pittsburg broker, and, while the writer cannot say whether he is a "bull" or a "bear," nevertheless he guarantees to double your money.

A fine hickory club was presented to the Chief for the purpose of bringing to order those members who insist upon having the floor while others are speaking. The Chief promises to use this weapon of subjugation at the first opportunity. This matter is merely mentioned for the benefit of the "insurgents."

The good representation by all of the roads is very pleasant to the officers of the division.

The suggestion of our worthy Secretary to have appointed upon each division of railroad in this

vicinity one member to write notes for each month's publication of the Journal is a splendid idea. It is not only interesting reading, but it keeps those who are unable to be at the meetings apprised of changes that are constantly occurring upon each line of road. Telegraphers are great travelers, and like companionship, and by this method a metallic circuit of members on the several roads could be kept in order at a very small outlay of trouble, and hardly any cost whatever.

Bro. Irish, late of the Postal, is now with the Standard Oil Company.

Bro. S. H. Eakin has returned to duty again at Homestead. Bro. Eakin is now ticket agent and operator at that important point.

Bro. "Jack" Reynolds, of the Allegheny Valley Railroad at Kittanning, who was injured some time ago by falling from a passenger train, is again on duty. Div. Cox.

At the meeting of this division on August 19th, a large crowd of the members were on hand, the Secretary having notified the members on the different roads that afternoon, that the First Vice President, M. M. Dolphin, would arrive from Cincinnati on the evening train, and pay the division a long promised visit.

After the usual routine of business was transacted by the Local President, Koenenkamp, the chair was tendered to Bro. Dolphin, and he spoke at length to the members, telling them of his various trips during the past few months in the interest of the Order, and gave them a general talk on what the Order was doing in the different parts of the country. He also congratulated the division on its wonderful improvement during the past two years, and the efficient manner in which the business of the division was conducted by its officers.

Organizer Bro. Dacres was also present, and gave the boys a talk on his work on the different roads entering this city.

Bro. Johnson, of the Lake Erie, was present, as well as was Bro. Sexton, of the B. & O. He says the wind blows so hard at Sand Patch that he was compelled to have his "whiskers" cut, what few remained.

Bro. Murphy, of the P. V. & C., was duly initiated a member of the division.

The Secretary read twenty-two petitions for membership.

A voucher was ordered drawn for twenty dollars, in favor of Bro. Reynolds, of Kittanning, who was off duty five weeks, on account of his being hurt falling off of a train at Wood Hill. He returned to work on August 1st.

Bro. Ullery, ex-Secretary, accompanied by his wife, left on the fifteenth of August for a vacation trip to Portland, Me., and other Eastern cities.

Bro. H. T. McGuire has returned from a two weeks' visit to his parents at Williamsport.

Bro. Sourwine, of the A. V. R. R., has resigned from that road, and is now copying for Bro. Griffey at the B. & O. depot in this city. The traffic on the B. & O. has increased to such an extent that it was found necessary to put copiers on the Wheeling

Division, and Bro. Bell, of Claysville, is doing the daylight trick. The only thing Bro. Sourwine dislikes in his new job is that he cannot attend the division meetings as he could when he was working days.

Treasurer Bro. I. S. Hare is now spending his vacation at Atlantic City and New York, having left for those cities Sunday, August 27th, accompanied by his mother. Bro. Hare is very fortunate, as this is his second vacation this year, only having returned from a month's visit to the South on the first of last February.

Bro. V. V. Bailey, of the B. & O., spent a few days with his brother at Detroit, Mich.

The division has not been represented in THE TELEGRAPHER of late, so, at the meeting of August 5th it was decided, as the brothers who are appointed Division Correspondents at different meetings do not appear to take the interest and time to write, that the President appoint one brother on each road to write up items, and all to send them to the Secretary by the twenty-fifth of each month, so that in the future you may look for items and see that we are not dead. If any of the brothers have any, send them in. "JIMMIE."

Philadelphia, Pa., Div. No. 30.

Among the items of interest of the past month is one of no little prominence in railroad circles, which refers to none other than Mr. Wm. J. Latta. Mr. Latta has just resigned his position with the Pennsylvania Railroad as general agent with which he has been since boyhood. He was at one time a simple telegrapher out on the main line under our present division operator (Mr. Fondermuth), and has since then worked himself up to the position of superintendent and later to that of general agent. This latter position he has held for a long period and with marked success. His resignation took effect August 31st, the same being regretted by all. This move on the part of Mr. Latta was on account of his private interests and he has besides accepted the presidency of a large industrial concern in this city. Mr. D. H. Lovell, superintendent of the D. E. & K. Division has been appointed acting general agent to succeed Mr. Latta.

We note with pleasure the interest of Bro. Harry Howerter in his letter of last month in our Journal concerning the State Legislative Board of Railway Employees. It is true, this body does not get the prominence it is justly entitled to, and it is hoped our brothers will keep themselves thoroughly posted on this important question, and that we will hear from them occasionally on matters pertaining to same in THE TELEGRAPHER.

The State Legislative Board of Railway Employees is composed of members of the B. of L. E., B. of L. F., B. of R. T., O. R. C. and O. R. T. This body meets in convention semi-annually and every division and lodge of the above named in the state is represented thereat. These regularly elected delegates from every local order constitute the State Legislative Board. This body elects its officers, and the present President is Bro. H. Howerter, of the B. of L. F., and the Secretary is our good friend Bro. Jerry N. Weiler, of Mauch Chunk Division, O. R. T. Much should be said right here, but to con-

clude with, the S. L. B. of R. E. is an institution in itself and one of the grandest, and every railway employe should learn what it is and what it is for. This board probes into, and legislates for us. We are represented in the State Capitol and in the Washington law halls. Laws detrimental to our interests are contested, and laws in our welfare battled for. Every non-member of our organisations should be reminded of this especially—*our inner body*—and every brother should keep well posted on same.

Camden (N. J.) Division of the O. R. C. exhibited some very attractive features last month on their handsome bulletin board on the station platform in Camden of their excursion to Atlantic City on the 2d of the present month.

Grand Army week has come and gone. No expense was spared for the entertainment of those noble veterans. It was the Thirty-third Annual National Encampment and held in Philadelphia.

The "Avenue of Fame" and the naval display on the Delaware deserves special mention. Extensive preparations are being made for the opening of the exposition of the Commercial Museum to be held in this city commencing September 14th and continuing till about November 30th. This will bring many strangers to our city and our brothers must not fail to pay us a visit.

The yard masters held their annual picnic at Lake Side Park, N. J., the third week in August, and apparently had an enjoyable time.

George H. Thomas, passenger brakeman on the Pennsylvania-Shenandoah Valley Division has been extensively endorsed as candidate for Advisory Committee of the Pennsylvania Railroad Voluntary Relief Fund Association for the November election. Boys east of Pittsburg should support him. He is O. K.

M. J. Maloney, who met with an accident, as was chronicled in the last issue, is about again, and is fast regaining his full sight.

Leverman J. Chambers is a papa now.

Bro. H. L. Kerns was lately at Atlantic City. On his way home a couple of young ladies wished to say adieu to him at the depot, but Bro. K. was too swift. He made a "bee-line" across the railroad yard and caught the express just as it left the depot. Ahem.

Bro. R. H. Conway received an early August present which weighs twelve and one-quarter pounds. Bro. C. is now a happy pa, and little Mary and her mother are enjoying good health. Congratulations.

Bros. Moore, Hughes and McGovern continue dutiful to Uncle Sam. Delaware pirates, beware!

Bro. Gallagher spent his vacation in the early part of August at Atlantic City. "The day breeze from off the ocean he drank in, in his easy way, and the night, which was all commotion, was enjoyed by the knight of the k—."

Bro. Wilson is spending his vacation in the West. Denver atmosphere, they say, differs from that of Philadelphia. How about it, "Day of Denver?"

Peaches are now in season and they are beauties. It is suggested that a couple of "keyhood braves" corner the market for stock purposes five to two.

Bro. Walter Campbell was called home hurriedly about the 3d of last month when his baby suddenly died. Bro. and Mrs. Campbell have our sympathy.

Bro. M. E. Casey was home several days in the middle of last month on account of the serious illness of his mother. She has improved greatly, however.

Bro. Frank Longenecker lost his father a short time ago. Mr. Longenecker died rather unexpectedly after a short illness on about the 28th of last month. Bro. Longenecker and family have the heart-felt sympathy of the fraternity.

B. & O. R. R. Notes:—

You see we are still alive, but sorry to say not quite enough life remains to give our general committee proper support. Boys, you know it takes money to make money and without pay none of us are anxious to work; therefore, we cannot blame our committee.

Those of our brothers who happen to glance over this and have not done their part, are asked to kindly put their shoulders to the wheel. Non-members on the B. & O. should awaken at once and help the organisation, as there is not one in the company's employ to-day who is not benefited by the Organisation in some way.

We are very sorry to hear of Bro. Powers' misfortune in having broken his right shoulder blade. Our wish is for his speedy recovery. Bro. Seibert is filling Bro. P.'s place, while Bro. Allan is holding down East side during Bro. S.'s absence.

Bro. Swarr, is off on the sick list, we are sorry to say, and we all hope to see him back soon. Bro. Jones is filling Bro. Swarr's place, while an extra is holding down Race Street during Bro. J.'s absence.

Boys, come out to our next meeting. Something important is to come up. Don't forget the place, northwest corner 13th and Arch streets.

W. J. & S. R. R. Notes:—

In a *North American* of recent date,

Some friendlies were quoted "in lark;"

Brass pounders they are and of the first rate.

At Kirkwood's our friend Agent Sharp;

We journey along through the sand-hunting ledge, Till luckless and weary we sank.

To the ground where we soon come right upon edge,

And found in the distance Pine Plank.

Mr. Plank is agent at Ashland, and he knows how to entertain his visitors.

Mr. Sibley, the agent at Haddonfield, knows how to hold down his office with his two assistants, Messrs. Hull and Warner.

Messrs. Heath and Howell push railroad iron and do the dot and dash act at "FX" Tower.

Down at Atlantic City we find James M. Clark. He has just opened a new office and his levers will pull on the — iron for some time to come.

Mr. Lee is Mr. Sharp's right hand man, and his O. K., too.

All these boys are known to the writer, and more we are not acquainted with just yet, and they're all right, don't yer know.

Mr. Quicksill, of Waterford, is soon to get a new station, they say. Fire will do it every time.

The *Philadelphia Times*, for several weeks past, has had all steam railroad conductors interested in a contest for the most popular conductor in and

out of this city. The P. R. R. is ahead so far by many thousand votes; a P. & R. man comes next. The first prize is a costly gold watch. The fight is a hard one and even the officials generally are interested. The contest is supposed to close on the 16th of the present month, and we will announce the decisions in the next issue.

The Y. M. C. A. still maintains a class in telegraphy in its school of progress, and with all they do persist in the telegraphers membership in the association. Is not this like pulling teeth?

The last meeting of Division No. 30 was interesting, the crowd was not large but it will be hereafter. Petitions were acted on that nets to the Organization in the neighborhood of \$100. A permanent appointment of stewards was made who will look after our comfort monthly hereafter. Call, won't you?

A lengthy communication relative to the B. & O. schedule from Bro. Frasier, of Division No. 58, was listened to with interest.

The interest of Bro. Hughes in his Division No. 24 communications was applauded.

The advisability of a ball this Fall was discussed.

If you can't get around this month, drop in next month; you will be well treated.

Yours in S. O. and D.

Div. Cor. 169.

Long Island Railroad.

Numerous changes both in the towers and stations have been made on account of the schedule.

The social meetings given by the four federated orders are always well attended, and all that do attend once are sure to come again. They never miss a good thing. Do not wait for a special invitation.

A large iron water tank is being completed in the Long Island City railroad yard for the use of all engines coming in and out.

The Long Island Railroad received several new private and parlor cars.

Bro. Hiram Scarborough, day towerman at Hopedale, was on the sick list for three weeks. We are glad to note that he has resumed duty again.

The smiling young agent at Central Park is said to be quite popular with the summer girls; but then we cannot blame him as we know some of them are nice.

Bro. C. A. Wilson, Vice Master B. L. F., visited the Long Island boys during the middle of the month.

Mr. Wm. Canning was promoted to chief train dispatcher. This is pleasant news for the Long Island telegraphers, as he is one of the best known and highest esteemed gentlemen on the Island. Accept our congratulations, "C."

Bro. Groves, formerly with the N. & W. Ry. at Bluefield, W. Va., is now working nights at Jamaica Block Tower.

Bro. Morris, formerly with the N. & W. Ry., is now working days at Corona.

Bro. E. Carpenter transferred from Whitestone Landing to Rockaway Beach.

Bro. A. D. Johnson, operator at Riverhead, took a day off and attended the federation meeting at Long Island City.

Bro. F. I. Kelly, agent at Central Islip; Bro. H. W. Bowen, agent at Ronkonkoma, and Bro. F. W. Conklin, agent at Deer Park, make it a special point to take in the union meetings.

Bro. M. J. McNamara, formerly with the Manhattan L., is now holding down Greenport office.

Bro. Thos. Hawkins, the "King of Amagansett," received as assistant for the Summer "Good Enough Tom."

Bro. E. R. Collins transferred from Hempstead Crossing to Richmond Hill.

Bro. Washington O. Jackson, Past President of Division No. 44, is still doing business at the old stand, only in a new tower.

We would like to make brief mention of all our members but space will not permit. If any brother has a few items of interesting news please send it to the Division Correspondent.

Bro. J. C. Major, formerly towerman at Valley Stream, promoted to day relief towerman No. 1.

Bro. C. G. Curtis, formerly towerman at Winfield Junction, promoted to day and night relief towerman No. 3.

Bro. C. D. Cummings, formerly towerman at Glendale, promoted to day and night relief towerman No. 4.

At Rockaway Junction Bro. Dan. Powers is on first trick, Bro. J. H. Dunlop on second and Bro. McGovern on third.

At Dutch Kills Draw Bro. E. H. Roe on first trick, Bro. J. J. Gallagher on second and Bro. Wm. M. Smith on third.

Bro. J. I. Reese, towerman at Jamaica Block, received a severe shock of lightning, burning his left side very badly. Bro. Reese has recovered again.

Bro. J. W. Tucker, towerman at Stone House curve, is keeping bachelor's hall, while his family are spending their vacation in Binghamton, New York.

Bro. A. J. Wood was promoted to Carlton Avenue, tower.

Bro. J. J. Conniff, who was a former operator at Jamaica Depot, and enlisted in the Third United States Volunteer Signal Corps at the opening of the late war and saw active service in Cuba, has returned to his former home in New Jersey.

Bro. Albert Dean is the obliging agent at Bellmore.

Bro. George L. Hawkins, agent at Woodside, is one of our new members, who is a regular attendant at our meetings, and takes great interest in the affairs of Division No. 44.

Bro. F. Morgenweck, agent at Bayside, accompanied by his wife and child, visited their parents and friends at Egg Harbor, N. J.

Bro. W. E. McAndrews, a former towerman on this road, is now working for the Western Union Telegraph Company, at Paul Smiths, N. Y.

Bro. James F. O'Rourke was transferred from Flushing, Bridge Street, to Jamaica, and Bro. J. J. Keating to night operator at Flushing, Bridge Street.

Bro. J. D. Johnson was transferred to agent at Woodhaven Junction, and Bro. W. E. Rogers to operator at Riverhead.

Bro. C. E. Fyfe is still looking after Cedarhurst, and Bro. H. V. Bedell attends to Woodmere.

Bro. C. W. Appleby attends to the towerwork at East New York Avenue, Jamaica.

Bro. F. F. Beale, formerly agent at Good Ground, L. I., is now working for the Western Union Telegraph Company, at Ocean Grove, N. J.

At East New York Bro. P. H. Enright holds first trick, Bro. R. M. Meaney the second trick, and Bro. H. E. Blecker, third trick.

At Jamaica Cross Switches Bro. W. S. Smith is on the first trick, Bro. George W. Hilley on the second trick, and Bro. E. R. Collins on the third trick.

Bro. P. T. Mackin was promoted to day towerman at Valley Stream.

Relief towerman, Bro. F. M. Capach, is spending a well-earned vacation at his old home in Monroton, Penn.

Bro. George E. Kilquest was promoted to agent at Brentwood.

Bro. B. T. Carter is now operator at Babylon.

Bro. James B. Finnan, from Baltimore, Md., visited Bro. and Mrs. J. F. Hinterleiter, Secretary and Treasurer of Division No. 44, Corona, N. Y.

Bros. J. H. Van Loon and W. O. Easton made a flying trip to Asbury Park, N. J.

Bro. Tom. Kilfoyle, towerman at Floral Park, visited friends in Long Island City, and took a few lessons on "How to make a Galvanic Battery."

Bro. and Mrs. W. A. Trip, of Elmhurst, are spending a few weeks' vacation in Canada.

Bro. G. W. Penny, relief agent, is at present holding down "J" office, at Jamaica, during the absence of the regular man.

Bro. F. C. Conklin, agent at Deer Park, had the misfortune of stepping on a rusty pitchfork, and was laid up for a few days.

Bro. and Mrs. Harry C. Decker are spending their vacation in Pennsylvania.

Bro. L. I. Bast is on the sick list for the past month, and is trying to recuperate in Pennsylvania. Mrs. L. I. Bast is with her husband.

It is rumored that the four federated orders will hold another ball this Winter. May it prove as large a success as the last one.

Division No. 44 will meet Friday evening, September 8th, and Sunday morning, September 24th, and all members are requested to attend the federated meetings to be held Sunday, September 17th, at three o'clock, p. m., and Saturday, October 21st, at eight o'clock, p. m. Business of importance will be transacted and refreshments served. Hall, corner East avenue and Third street, Long Island City.

A. J. ATKINS,
Div. Cor.

Chesapeake and Ohio Division No. 40.

Carrying out the arrangement suggested by "S. M." in his letter in the August TELEGRAPHER, the boys of the James River, Mountain and Greenbrier Divisions met at Clifton Forge, August 16th. This meeting was the beginning of a series of monthly meetings by which the Order is to be greatly benefited if each member will only put forth even moderate exertions for his own welfare and the welfare of others, all tending to the betterment of the Order. By good attendance at these meetings much can be accomplished.

The writer has had the pleasure to attend only two meetings (owing to his work and the inconvenience of getting home again), since joining, but is

very glad to note the deep interest manifested between the different divisions for the Order. This is the most encouraging sign manifested at the meetings.

Now that we are thoroughly organized under and with the sanction of the officials of our road, and are receiving from them recognition of our rights and many concessions, such as we have never before enjoyed, let us as an organization endeavor to do all we can to improve the service. Let us convince them that our only aim and purpose is improvement of the Order, ourselves and the work. This done, they will be heartily in sympathy with us, and grant us any reasonable request made by the Order.

We of the C. & O. system should ever remember that our superiors have done much for us, and, we believe, will do much more from time to time as our needs and wants are suggested to them. Let us continue to merit their favor by a constant endeavor to improve our work and ourselves, both as an organization and as individuals. Let us do nothing that will bring discredit or reproach upon our Order or ourselves.

Let us not forget that while our organization is gaining favor and doing a great work for us, we as individual members, are alone responsible for all future success, and that vigilance and activity on our part are the essential elements required to make the Order all that we wish it to be.

We should never lose sight of the principles involved in our obligation, practicing that fraternity which will bring us closer together and increase our interest in each other, making fraternity a fact and not a theory only. If this feeling prompted our actions, what a great difference it would make. Where now exists indifference in regard to the rights and privileges of others, there would be a strong brotherly feeling and such a recognition of members of the Order as would attract the attention of non-members and make them feel that to be entitled to those little courtesies and considerations which the members of the Order receive, they must join us, not that non-members are to be treated discourteously, but that members of the Order should be treated very courteously, that they should receive more recognition and a greater deference to opinions, virtue and personal traits of character than is usually shown in the ordinary transaction of our business, always striving to make our membership in the Order mean something, not only to ourselves, but to non-members and to the company in whose employ we are.

So much for our duty. Now a word to non-members who still stand aloof and who will not give us their names or influence on our side, while they selfishly take in and apply the results of our efforts and our means without even so much as "thank you." Lest we say something to offend, we will only say: Come in with us, and you will then feel that you have a right to these benefits. We are more than half convinced that you feel really mean about this, and that you will soon join us and help to perfect the organization. Again we say: Join the O. E. T. It is the best thing for us all. Now a few locals.

Several changes have been made recently at Iron Gate. Bro. Wood holds the agency. We hear he don't think he has a pudding.

Bro. Borbee, at Bessemer, is off on a vacation. Mr. Corsepoy is holding the agency.

We hear "NA" is going to join us at our next meeting.

Bro. Hyde is off at "BN," and Bro. Dessler is working days.

Alpine has Bros. Homitt and Dunlop.

At Gilmore Mills Bro. Seal still OS's trains and talks about a wonderful tight skinned man.

Bros. McNair and Probat keep things moving at "WD."

Bro. Hendricks has taken the agency at Peoroh.
"Dr."

Cincinnati Division:—

We are glad to see some of the brothers are showing enough interest in our Order to contribute a few remarks each month to our Journal. This is about the first thing we look for and unless we find something we are disappointed. I am glad to report everything in a prosperous condition on our line. Business is good, and that gives us plenty to do in blocking and clearing trains.

One of the boys is realizing the fruits of our last year's effort in the way of a five-dollar raise each month. This, of course, stimulates us and gives us new energy to attend to our many duties as operators and agents. It also strengthens our Organisation as most of the "nons" see the good effect and are ready to lend assistance to such a noble cause by joining our ranks. There are, however, several of the boys who are yet out of the fold, and we must each feel it our personal duty to lend them a helping hand by getting them to unite with us, and by so doing we can better our own condition as well as our fellowman's. We are all glad to note the good work done by our Order in the last twelve months, having secured good contracts on many large systems. But there is yet much to be done and our only recourse to better our condition is to organize ourselves into a solid band or brotherhood, present our grievances and demand recognition. Did any of you ever stop to think that we are the poorest paid class of men in the company's employ? Let's compare our condition with some of the others and see if we are not. Take the engineers, firemen, brakemen and conductors, they all receive from sixty-five to one hundred and seventy-five dollars per month and enjoy many other privileges that we do not. Take next the shopmen. They all receive more per hour than we do. Take even the section men, who are not classed as skilled labor at all. They receive eleven cents per hour for their work, while we receive ten and a fraction cents per hour and have to work twelve hours or more per day, Sunday included. Haven't we a right and a cause to grumble? Someone will say, Yes, these are facts, but what are we going to do about it? I answer, organize, present our grievances and demand recognition and we will soon be receiving a fair and honest compensation for our labor and responsibility.

There is very little news on this Division, most of the boys are holding forth at their old places.

Mr. Bivens, night operator at W. G., has resumed work after a ten-day layoff. I 13 he was cutting quite a figure among the fair sex while he was off.

Bro. Byrus is still agent and day operator there. The girls say he always greets them with a cute

smile whenever they drop in to see him. Bro. Humphreys, at "RT," seems to be quite a favorite among the fair ones, also.

Bros. Traver and Dickray, at "CR," are all right, too.

I 13 Bro. Trober is soon to make an addition to his home in the way of a life companion. How about it, old boy?

We regret to note the removal of Mr. Ruark, night operator at "CD." Trust he will soon find employment in a better clime.

Bro. Manlove, at "VA," is surely a hustler, and we have much to be grateful to him for.

We next come to Bros. Franks and Wheeler, at "BV."

If you need a new Fall suit give Bro. Wheeler a call and he will fit you out in great style.

By the way, "JS," how is your friend Vantrice?

We can always hear our friend, Bro. Wells, at "SV" whenever called. He is always ready to answer questions or give information, and will always receive you with a good handshake and make you feel at home.

I am getting tired now, and, as everything is quiet, will enjoy a few moments in dream land. Good night. Hoping to hear from some other brother through our next issue,

Yours in S. O. and D.,

CERT. 40.

Baltimore and Ohio.

Don't get the idea that everybody's dead on this right of way, simply because we have not been represented in the Journal for the past month or two. As Josiah Allen would say, "far from it."

We have been devoting all our idle time to showing the few "nons" the error of their way, and the result is gratifying. Scarcely a meeting night passes that some benighted wanderer, who has seen the light, does not wait up to the Treasurer's desk of Pittsburg Division No. 52, and deposit the "root," and, after taking his bumps and receiving the congratulations of his new friends, chases out, to reappear at the next meeting with another "willin' Barkis" in tow. This work has been carried on so vigorously and so successfully that there are now very few on the road who cannot dive down in their hip pockets and produce the pasteboard requisite. They are beginning to realize that an up-to-date card not only means that they are a member in good standing, but also that they are wise enough to hope for a betterment of their condition and sensible enough to embrace the only means available to secure that result.

Bro. C. Baker, of Wheeling Junction, recently returned from a trip to that part of the country which is the scene of all dime novel plots, and which is described as "wild and woolly." His intention was, when he started, to circumnavigate the globe on foot, his idea being to reach the Pacific coast about January 1st, when the ocean would be frozen over. The trip, however, took less time than he figured on, and his desire to be constantly on the move would not allow him to wait, so he returned East.

On the way home he visited the tomb of "Wild Bill," accompanied by a Digger squaw, and deposited a tear and empty bottle thereon as a token of his respect. He said he hated very much to leave

the spot, especially as the grave marked the boundary line of the Digger reservation, and his partner was obliged to turn back. She gave him as souvenirs a brass buckle, a piece of brickbat neatly cut in imitation of a ruby, and a hoe handle. He says he would have refused these gifts but that she carried a tomahawk and he didn't like to offend her.

Bro. G. McAneny, of Cumberland Lodge No. 162 formerly employed by the B. & O. at "DX," Cumberland, is working for the P. V. & C. at Baldwin. Mac. says that while that relic of barbarism known as "sixing" is not in force on the P. V. & C., they still persist in running trains at night, which is almost as efficient as a sleep preventer.

There is considerable sickness among the brass pounders at present. Night Operator McCauley, of Provost, is off on this account, and Extra Operator Davis, who relieved him, kicked up his heels at the expiration of the third night and said "nuff." We understand that the secret of Bro. Douglass' good health is that he boils all water before using, and then only uses it on Sunday, when nothing better is to be obtained.

We still occasionally see the smiling mug of Bro. "Billy" Burrows, and always feel refreshed after his visits. "Bill" is a model young man, and we should like very much to follow his example, but we really can't stand the pace. He is working nights on the Union at Port Perry, and when not throwing levers, he amuses himself by winking at the "man in the moon"—when he gets his eyes wide enough open to scare up a wink. It is also rumored that he is a great admirer of the game of solitaire, but we have our doubts. "Bill" is not built that way.

Bro. Landmore is resting up for a few days. Operator Yoder, who will soon be Bro. Yoder, is working in his place.

We have been trying to sell a few tickets for the Union picnic at Connellsville, August 19th and 20th, but every one we tackle simply says we have been roped in by Bros. Haines, Lighty or Dwyer, of Connellsville. They are an enterprising trio, but they are acting the "grunter" in this business, and the rest of our reputations as salesmen are suffering.

NOTES.

Bro. W. J. Armor, of Yohoghany, is now throwing levers at Marion Junction, having relieved Bro. Peffer, who, we understand, has resigned, but we have no information as to where he has gone. We wish him success in his new position, wherever it is.

There is one brother on this road who has been a regular attendant at division meetings of late, and fully intended being there to welcome Bro. Dolphin on the 19th inst., but he failed to show up. He, however, gives this as his excuse, which we think is all right in every respect: "Thou shalt not lie, and I didn't. The cussed train was late, and, after waiting till almost nine o'clock, I got disgusted and went home. Would have taken a street car, but a few minutes' ride in that sort of a conveyance always brings on an unconquerable desire to lean over the fence and cough. When I worked on a farm, many years ago, I never thought anything of hauling grain thirty or thirty-one miles on a log wagon over a corduroy road, but I'll be 'goah-dasted,' as our friend Jim Parker says, if I can stand

the street cars." This shows that the brother's intentions were good, and it is safe to say that he will be found on hand at the next meeting.

Bro. J. C. Tucker, of Willock, has returned from a vacation trip to his old home in Bedford county, whither he was accompanied by Mrs. Tucker. I also understand they visited Atlantic City, and Bro. T. took his first bath of the season.

If any brother on the "picturesque B. & O." has anything that he would like to see printed in our Journal in the way of news items, and will send them to Secretary Barber, they will receive prompt attention.

Chief Train Dispatcher G. W. C. Day has been away on his annual vacation, and the day before he was to return to duty he had the misfortune to poison his hands on some weeds, and it spread to other parts of his body, and necessitated his remaining away from the office some time longer. We all hope he will soon be well. O. E. Eaton, first trick dispatcher, is working Mr. Day's position while he is away.

If any of the boys on the B. & O. have not returned the blanks sent them by the Secretary of Division No. 52, they will confer a great favor by doing so at the earliest possible moment. I understand there are several out yet, and it is delaying the good work.

This is all the news we have at hand, and in conclusion we will state that this is our first effort, and if anyone has cause for complaint and will let us know the particular kind of apology he would most prefer, enclosing a two-cent stamp for reply, we will gladly send it.

Yours in S. O. and D.,

EPHRAIM.

Potomac Div. No. 171.

At our regular meeting, August 5th, the Division came to order at 8:30 p. m. with our Local President, W. B. Dickey, in the chair. The reading of the minutes and financial report was received and approved and three petitions for membership were received under the head of new business. There were some long discussions in the interest of the Order upon important matters that were brought out in the last JOURNAL, but there was no further action taken, and not likely to be. Our worthy Secretary, V. Marcinkowski, was in his usual place this evening after a pleasant trip home for three weeks in the State of New York. Marcey looks fat and happy and is now heavier in avoirdupois by seven pounds. There is no trouble about his holding down the chair, he gets there without gloves. Our meeting closed at 10:30 p. m. to meet again September 2d, at Temple Hall, corner of Fifth and G Streets, N. W. Our brothers in Virginia will please mark it on the calendar.

Within the last month there has been a new acquisition to the capital of our country in the form of a ham factory, and the only one in the city. It is at 504 Eleventh Street, N. W., and is in charge of Miss Mossey Fuller, a handsome young lady. You should all call to see her, or if you can't do that, she will be pleased to answer all correspondence. Don't fail to call or write.

DIV. COR.

Notes From the Union Railroad.

This road connects with the B. & O. at Port Perry and with the P. V. & C. R. R. at Thompson and Oliver. It runs from these points and makes a connecting line with the Pittsburg, Bessemer and Lake Erie Railroad, which was formerly the Pittsburg, Shenango & Lake Erie.

The Union Railroad is a new road and cannot boast of having a very great number of O. R. T. men. There being but seven on the road, two of whom were recently initiated. But we hope to have the greater part, if not all, of the boys in line in the course of a few months, so that our road will be "union" in every sense of the word.

There are now eight offices on the road namely, "SH" the superintendent's office at Bessemer where Bros. McKalip and Bellman earn their daily bread. "SU" Summit, otherwise known as the Hermitage, where Mr. Hamilton, aided and abetted by one Mr. Price, manages to while away the time.

Next comes "K" Oak Hill, where Messrs. Ritter and Wheeler have their headquarters, from whence they issue instructions pertaining to the movement of trains, and conduct a school on ethical culture as a side line.

At East Pittsburg we have Bro. Brislen and Mr. Armstrong, who were selected to look after the interests of the company because they are the only two men on the road capable of withstanding the fascinating smiles of the fair sirens at the Westinghouse Works at that place.

Mr. Dirchner and Bros. Kelley and Banks, the heavyweights, have no trouble in holding down "MO" Bessemer yard, working the three tricks in the order named.

Things are kept moving at "J" Duquesne Junction by Messrs. Edmunds and Boor and Bro. Burrows, who is known among the Port Perry belles as "That Pretty Fellow."

Mr. Rebhun and Bro. Fertig are located at "MY" Kenny, and Messrs. Greek and Shaw manipulate the levers at "GS" Green Springs.

Students are unknown articles on this road, not one having learned since the road opened up, and we sincerely hope the record may stand thus for many years to come.

Yours,
CERT. 980, DIV. 52.

F. & P. M. System Div. No. 39.

Our article was omitted last month, perhaps for the reason that we were late in getting it to Peoria.

We held a very enthusiastic meeting on July 23d, the largest yet held by Division No. 39, which shows that more interest is being taken in the affairs of this division.

Bro. Darwin opened the meeting with about twenty-five present. As our time was somewhat limited and a candidate was in waiting, it was moved and supported that preliminaries be omitted. Carried.

The name of Mr. C. R. Smith was presented and immediate action taken. Our worthy Teller passed the ballot-box around, and as it was found to be clear, the candidate was declared elected.

Bro. Smith was escorted before the division, and although our "Billy" is but a year old, the way he handled our worthy brother was amusing and a

revelation to us all. He had been placed upon special diet and did not disappoint us.

The Secretary read a report upon the work of the General Committee in securing a schedule, which was received and approved.

It was moved and supported that a committee of three be appointed to audit the Secretary's books, which was carried, and the Chair appointed Bros. Johnson, Ude and Bates.

The appointment of Bro. Darwin as President, Bro. Stroupe as Vice President, Bro. Landry as A. L. Secretary and Treasurer, and Bro. Johnson as Secretary and Treasurer, was ratified unanimously.

Bro. J. E. Griswold, of Manistee, Mich., was elected Local Chairman for the West Division, and notified of same.

A report from the Auditing Committee was read and the division was found to be progressing favorably and the books in good condition. On motion the report was adopted.

The Secretary was instructed to communicate with the President in regard to the few delinquents who failed to complete their membership, which was done.

After other routine business was disposed of, Bros. Darwin, Johnson, Nagle and others addressed the meeting for the good of the Order, and, as it was nearing train time, the meeting closed.

In the above I have attempted to give our members who are so situated as to prevent their presence at our meetings an outline of the proceedings, and although it is not what I should like to have it, for the want of space, I hope to be in a position ere long to communicate the minutes of meetings to our members.

I find that many could attend our meetings if they but made half an effort. I cannot see why some of you do not awaken and lend a helping hand, and not depend entirely upon the committee.

Perhaps some are a little timid about coming to meetings, in fear of the management. But I have reason to believe that where the company is put to no expense, the management will relieve and provide transportation to all members desiring to attend. In view of the above fact, I fail to see why we should not have larger attendance.

Some of the non-members have shown some appreciation of the committee's work; others, while they are enjoying life to a higher degree through the O. R. T.'s efforts, will stand back and plead poverty and give a score of like excuses when approached. If they are hard up now, how under the sun have they lived heretofore without the O. R. T. raise, is a question I would like to have explained.

One ex-member, I understand, has admitted receiving a nice benefit on over-time, but would not bind himself to any organization. He says, however, "if he owes the O. R. T. anything he will remit." That being the case, and to clear his conscience, he might remit five to eight dollars per month for credit to "conscience fund," but where the argument comes in I cannot say.

Again, in regard to nons. Go at them, boys, and see what can be done with them. Some of them surely can see beyond the dollars, and if some effort was made we could corral the few of them remaining. Try it.

Some of our members are rather slow in remitting dues, and a few are still in arrears for special assessment. This is not right. We should have the support of each and every member, in order that we may maintain our present schedule, and when occasion requires, secure a better one. If this should find you in arrears, remit at once.

Yours in S. O. and D.,

A. T. LANDRY,
A. L. Sec. and Treas.

Bro. Beaton has assumed the agency at Harrison, and Bro. Livingston former agent, is now located at Vassar, as ticket clerk and operator.

Bro. Bodfish is now located at Mt. Pleasant, as operator, day trick.

Bro. Johnson has resigned his connection with this company, and is at present located on the C. & G. T., as relief agent. We wish him success.

Bro. P. N. Moore, who has been working the night trick at Holly, D. G. H. & M. Division of the G. T. System, is now located at Mt. Clemens on the C. & G. T., as day operator and ticket clerk. Pete says there is something better in sight soon.

Bro. H. W. Bates, formerly agent at Romulus, has been assigned to Flint, days, as operator and ticket clerk, and Bro. Cartis, of Wixom, assumes the agency at Romulus.

Bro. Smith is now located at Lake, nights.

Bro. Corbus, formerly on the moonshiner's trick at the "DI" (Ludington) ticket office, has been tendered the agency at Loomis. Wes says that Ludington-on-the-Lake is O. K., though.

Although Bro. McMullen, night owl at Midland, comes down to Saginaw with undoubtedly good intentions on occasions of division meeting, yet the tender sex seem to be too fast a card for him, and he never shows up at roll call. Better be more punctual, Mc., or you will have to ride the goat over again.

Bro. Jas. Higgins, Esq., who has been doing duty on the Northern Pacific, midst the descendants of "Sitting Bull's" tribe, and who but recently returned to the Wolverine State and makes existence a pleasure for his many friends, has again unearthed the hatchet and is now down in Missouri pounding brass. Jim, if you should wander back in this vicinity, you must steer clear of Third avenue, as P. W. says there will be a brotherly war on if he finds you over there at half past one again.

Undoubtedly Bro. Brandon will reflect with pleasure upon the watermelon deal he ran up against while in Saginaw.

Bro. Husted has been doing the agent act at Clyde, in the absence of Bro. Brooks.

Yours in S. O. and D.,

Div. Cor.

Yazoo and Mississippi Valley Railroad.

It has not been my good fortune to run against anything from the Illinois Central for years past. What is the matter? They are not all nons, are they? I know of a few first-class O. R. T. members, but, brothers, they are scarce. Do you know what they need? They need stirring up; that is all. I am not very well acquainted on the northern lines, and there are only a few on the south end, but if a certain brother's suggestion, viz., send the blank application in the back of the Journal to some man

every month, was followed, the nons would be reduced.

Wonder where Bro. "GC" is? Why not hustle, old man? Also "HC." He is quiet, too. Then we find "BA," the best O. R. T. man on the pike. Oh, there are a few more, including myself. There is Bro. "W," warm st: ff for that little "OS" job, too.

I have been promised an application as soon as the pay car shows up. Will be glad to call "XP" brother. By the way, what did you drop the "N" for, old man?

What is the matter with "FE?" I see his fist quite often, marking up the advance column on the monthly balance sheet; otherwise he is dead. Wake up, Frank, and guess who this is. The boys will all read this, and won't be able to form an idea as to who is so incompetent as the writer.

I would be glad to see our little friend "RN" with us. But not yet. Her time is too much occupied with our non from "SY." Ha, ha! Then there is that face looking out of the "WA" window. Oh, my! "GM." I hear "HC" after me now.

If this does not occupy space in the waste basket, some future day I will try again. But if "BA" sees this letter, let me hear from you in these columns.

CERT. 2633.

Pittsburg and Western Railway.

Bro. G. W. Murphy, manager at Allegheny, was united in marriage to Miss Laura Ford, an estimable young lady of near Broadway, Ohio, on the evening of July 12th. The happy couple have just returned from their honeymoon trip. Bro. Murphy is well known to a large number of the operators on this road, who, when they read this, will join us in wishing this young couple a happy and prosperous journey through life. The cigars are due now, G. W.!

Dispatcher J. J. Greene is off on his annual vacation, and is being relieved by extra dispatcher J. O. Huston.

Bro. Graham, of Allegheny, is now at New Castle Junction, nights, for a short time, while Bro. Pander, at that point, is at Painesville, relieving Bro. Milburn as dispatcher.

Bro. Frank is visiting friends in and around Pittsburg, and deserves a good vacation.

There are quite a number of new men on the road, and changes have been too numerous to mention. A great many of the boys are arranging their annual vacations, and extra men are therefore making good time.

We understand Bro. B. L. Thomas, night man at Willow Grove, has left us. We certainly wish him well wherever he pulls up at.

The P. & W. is now in good shape once more, and we hope it will result in some benefits.

We understand Bro. McKisson has resigned at East Moravia, and has secured another position, the location or nature of which we have no advice. You ought to write us, Mac.

Bro. Charles Paul, who was working at Farmington, O., has left the service of the P. & W.

We hope to be able to give a better outline of the P. & W. next month and trust the brothers will excuse this, if it may seem short to them, but remember the old maxim, "Short but Sweet."

CERT. 758, Div. 53.

Belpre, Ohio, Div. No. 12.

Regular meeting, August 16th, called to order by local President, P. Costello, at eight p. m., with a good number of members present, which was very encouraging, as it indicates that interest is being revived in this part of the country, and we hope Division No. 12 will make "a long pull and a hard pull" and do some good in the future.

Minutes of the last meeting were read and approved. Committee reported favorably on one application, and by vote was accepted and Secretary was instructed to take member up on next report.

Several matters of vital importance were thoroughly discussed, and we trust will soon work out much good.

This meeting caused pleasant smiles to spread over the faces of the "old regulars" to note the number of new faces and extra number in attendance. Come again, boys, and we can assure you always a pleasant and profitable evening.

Would urge all members of Division No. 12, who have as yet not remitted current dues, to attend to it at once as it behooves us to keep the lines in good shape, and trust you will all communicate with the Secretary at once in connection with this matter.

After a pleasant and profitable evening our able Secretary was excused for a few minutes just before adjournment and surprised us all by returning with a supply of ice cream and cake for the boys. Bro. Steurer did that act pretty cute, didn't he boys? I have since learned it was his birthday offering. All right, Bro. George, we all appreciate your kind hospitality, and the boys will get even with you for that yet.

The unusual amount of extra work in the way of betterments has been felt by most of the boys in the way of more work in various ways, but no one is inclined to make any complaint, when we see the great improvement over the old property that we will soon have for the better handling of business and for all to be proud of.

Bro. Flinn has left for Sedalia, Mo., to try his fortune with the "Katy." We wish him success and hope he will meet kind brothers in the strange country.

Yours in S. O. and D.,
A. W. K. WARD.

Ashtabula, Ohio, Div. No. 36.

Our Division met last month and elected a new correspondent, and I am the victim; although there is not much excitement on our pike at present, yet I shall try to give you your money's worth.

There are still a few nuns who insist on remaining blind to their own interest, but some day there will be a sad awakening for some of these gentlemen.

There is a ham factory on the east end doing a flourishing business, but the manager of said factory is not much of an improvement on the raw material. Yet, we have some hopes of this fellow if he ever becomes alive enough to know whether he is in "RC" or some place else.

Business still continues to be very heavy, and all the owls have to remain awake on that account.

Mr. Rand a new man is working days at "FX" while poor "X" has to leave his home and baby,

and labor among strange people, but he is not the only one.

Bro. Ferry, who has been dangerously ill is improving quite rapidly, and we are pleased to know it will not be long until he will be back among his people; in the meantime Bro. Turnbull is doing gilt edged work at Leon in Bro. Terry's place.

Bro. C. A. Rood has been transferred to "AY" nights, but he pleaded with the chief to be present at the Harvest Home at Hadley, and was successful in getting away for a few days.

We are glad to hear Sir William on the east end once more "UN" has a fist that is hard to beat.

Bro. Bowdrie is back at "DK" after a week's visit with friends and relatives in Michigan.

We all think General "RW" fully entitled to his vacation.

Mr. Clancy, from Westfield, N. Y., was put on the south side of the table at Andover on the advent of the "Q" man, but was called home on account of sickness, and Bro. "JO" was sent down to relieve him. He is now trying to rest up from his hard life at the south yard.

Bro. Bogar is working at "BG" nights with the title of "YM" for he now has an assistant.

"R" at Dorset is a hard man to raise. Wonder if he is not spending a great deal of time on that new house?

Talk about your pair of red heads at Andover, there will be a fire up there some of these days, the origin of which will be a mystery.

Bro. Paisley continues to hold down Doughton Junction, days, and a new man there, nights. We have not learned his name at this writing.

Bro. J. A. Root is again working at "VA" nights; evidently J. A. is stuck on the hotel fare.

W. J. Murphy is at "AY" nights, during the absence of Bro. C. A. Rood.

Bro. E. H. Rood spent Sunday at home with his family.

Bro. Guy Walcott is working in the dispatcher's office at present as extra operator, and appears to fill the bill O. K.

A great deal more could be written on certain subjects, but a still tongue maketh a wise head in our case, so will conclude with regards to all brothers, and hoping the good work will continue, especially on our Division which is sadly in need of it. I am yours in S. O. and D.,

CERT. 18.

Atlanta, Knoxville and Northern Railway.

I have been reading THE TELEGRAPHER, but have not seen anything from this pike. It is pleasure to note the progress of other lines. Why is it that the old A., K. & N. cannot come out and do something? Just because there are so many "hams" over here. There are not over ten members here. That is just what is ruining us; but we are all going right to work, and I think that all of them will come in with us soon. They think that the Order is not any good. I thought that a long time, but since I have been in I regret many times that I had done wrong by not joining sooner. There is nothing on earth to compare with its good work.

I remain in S. O. and D.,

CERT. 237.

Rocky Mountain Div. No. 77.

IN MEMORIAM.

WHEREAS, It has pleased the Great Ruler in His infinite wisdom to remove from our midst our worthy brother, George Freeman; and

WHEREAS, By the removal from this life of our brother this Organization has lost one of its most loyal and earnest members, his fellow workers a true and sincere friend and his family a dutiful and loving son; therefore, be it

Resolved, That Rocky Mountain Division No. 77, Order Railroad Telegraphers of North America, extend to the family of Brother Freeman our deepest sympathy in their sad bereavement, and also extend our thanks to those brothers on the Santa Fe Pacific and A. T. & S. F. railroads and at Albuquerque, N. M., who so kindly rendered so great assistance in time of need. Be it further

Resolved, That a copy of these resolutions be spread on the minutes of this division, a copy sent to THE RAILROAD TELEGRAPHER for publication and a copy forwarded to the family of the deceased.

L. D. GRACE.
E. G. EOM,
R. N. LONG,
Committee.

Denver, Colo., August 1, 1899.

St. L. I. M. & S. R. R.

Central Division:—

There seems to be a slight neglect of our reports from the Central Division, all having forgotten the July number, leaving us unheard from. This, I am sure, is not for want of good material, as we have almost a full crew of O. R. T. boys who are always anxious to keep in line with our up-to-date members, more especially with the good work of the O. R. T.

I shall endeavor to speak for all by saying that our boys have all been busy, and each depending on the other to send in our usual contribution.

There have been several important changes along the line this past month. Our worthy brother, O. H. Cooper, who has held the agency at Pollock for the past two years, has left the service to accept a position as book-keeper for the Georgetown Lumber Co., of Selma, La., where Bro. Cooper expects to familiarize himself with the lumber business.

Bro. O. H. Lindsey, from Portland, fills the vacancy made through the resignation of Bro. Cooper, with the assistance of Bro. Ernst, nights, and Williams, days.

Bro. J. W. Young is resting for a few weeks, and the agency at Lincoecum is now filled by H. S. Bachelor, one of our extra boys.

Bro. Wilson still accommodates the good people of Tullos and vicinity with his usual courtesy as an accommodating agent, while our young brother, W. K. Bush, is at Olla for a few weeks.

The agency at Columbia is again cared for by our old friend Bush, who has found no place like "CO" and has again resumed charge of his old station, after perambulating through the West for several months.

Riveston is represented by our good friend McLaughlin, who has been working there for several weeks past.

Bro. Bledsoe is always on time at Bosco.

Our efficient Bro. Judd is regular at Monroe, days, while our friend White diligently attends the night calls.

On up the line are found good men at all stations, there being so many your humble servant has such a slight knowledge of the north end that it will be impossible for him to represent all, and will be glad to have an account of them for the next issue.

There is so much that could be said with regard to our strong fraternity and for the welfare of our Order, and the continued efforts of our brothers to build up a broken down profession, and I trust that each brother is wide awake to the fact that his assistance is needed and is giving us his support.

The proceedings of our last convention is now in the hands of all worthy brothers, and it is very gratifying indeed to note the intelligent proceedings of our Grand Division and its officers, assisted by the worthy brothers whom we have seen fit to represent us as one body of workers, and we trust that it shall ever be so, from time to time, until we shall have reached an elevation that confidence and brotherly love will so strongly unite our efforts that our Order will never again weaken.

"J. O."

Allegheny Valley Railroad.

We are getting along very nicely on the A. V. R. R. lately and the brothers should all take an active interest and help along the good work. We are receiving new members from along this road and each of us should strive to secure a few more. We all have a few spare moments to work for the interest of the Order, and it takes but a little time to talk to a non and endeavor to get him in the fold. If we would all spend a few moments of our leisure time to write to the different boys who are not with us and show them the right path, we would have no trouble in securing a majority of them, so let us all go to work and not idle away our time, but go to work with a heart and vigor, and that will bring nine-tenths of the nons on this pike to see the error of their ways.

We find Bro. Hawk idling away time at "FD" as we know there is no work at the freight house worth speaking of.

Bro. Whitesell is at "CM" signing his old familiar "HC."

At New Kensington we find Bro. Truby and farther up the line we find Bro. Reynolds at Kittingham. Dear old Jack, as we all call him, had the misfortune to fall off a moving train the first of July and was of course laid up and unable to go to work. We are all glad to know he has fully recovered and is back at his desk.

Bro. Sourwine has resigned at Sixteenth street and is now copying, nights, in the dispatcher's office on the B. & O. He says he likes the work much better than at the old stand.

Bro. Cooper, who formerly worked at Sixteenth street, but resigned to go with the Postal, has returned again to his first love, and is working the job Sourwine resigned. We are glad to see you back again, Bro. C.

Bro. Williams at Monterey is still plugging away. (May God help him.)

At Kennerdell we find Bro. Stewart working hard

as usual, I expect, or else idling away his time, I don't know which.

At Mahoning we find our old pal "H" and hear him on the wire occasionally, the only way we can tell whether he is dead or living.

Bro. Rimer at "DX" is firing the old boiler as usual. I can imagine him shoveling coal.

At Wood Hill we find "Hy Lonely" and tired of the place, wishing the operator's vacation was shorter, and vowing he will never go back.

Now brothers, we should certainly try to get to meetings a little more regular. At the last meeting there were only two Valley men on hand. Surely we can make a better showing than that. Come one and come all, we bid you welcome. It has been a long time since "Shorty," Bro. Dempsey visited us, but it is nearly his time to make another visit. We will be glad to see you, old boy.

I will open my eyes at the next meeting and see if there are not more than the usual two brothers on hand.

I hope the brothers will overlook this, my first effort. This is not very good, but it is the best I could do as I am a new man on the road comparatively, and not thoroughly acquainted, but if the boys on the road will write up any items they may have for the next Journal and send them to our Secretary he will take pleasure in putting them with the Valley's correspondence. I will try to do better the next time, is my only excuse.

Yours,

CERT. 997, DIV. 52.

Grand Trunk Railway System.

Thirteenth and Fourteenth Districts:—

It now appears that Bros. "Sam" and "423," of the seventh district, are not "the only pebbles on the beach," or the Grand Trunk Railway.

We find Bro. "436," although he lives away up in the north country, to be an up-to-date journalist, who should not be wasting his time on the Grand Trunk, but should be an editor of one of the best labor journals in the land.

But, "436," since you have started to write for the twenty-second, twenty-third and twenty-fourth districts, don't stop with the one contribution. Keep it going, and probably someone else on the other districts will get ashamed because their own districts are not heard from, and will try their hand at corresponding, and gain fame the same as you have done.

It is reported that the standard rules are to take effect on the first of September. They will be a big improvement over the old ones in many respects. One thing that is in our favor, boys of this district, we will not be over-rushed with train orders before we get used to them. Then, again, if we happen to get the "GB" we will be able to take charge of an office in Uncle Sam's domain, without acting as student for a number of years.

Bro. Hirlehey, of Beeton, has joined the noble army of benedicts, being united in marriage to Miss Maher, one of Albions most respected young ladies, on Monday, August 21st. Bro. Hirlehey is one of our most respected members, and the telegraphic fraternity will all join hands in congratulating him. He and wife have left on an extended trip to the East. Who will be next?

Don't forget the meeting to be held on the seventeenth of September. Let every brother who can possibly get there be on hand, as cold weather will soon be here and it won't be so pleasant getting to the meetings.

Bro. Walsh, relief agent, relieved Bro. Hirlehey, of Beeton, for a few days.

I think Bro. Walsh might put in most of his time on this district, as the boys are all wanting their holidays but appear to be unable to get them at present, but they are singing: "There is a good time coming, Oh, let it be soon."

We would be pleased to see an Organizer sent to this district to warm the boys up a little, and get after the "nons."

It would be for the welfare of the Order if Organizers came around oftener. As it is now we only see one about every three years.

Shortage of news on this small district prevents me from writing further. Someone else take it up and help me out.

Yours in S. O. and D.,

"OUIDA,"

Seventeenth District:—

On the eighteenth or nineteenth of the month the brothers are in a particularly amiable mood, and they might be seen to wear a smile as they step out to meet the pay car, and shake hands with our generous paymaster, Mr. Mason.

And, again, THE TELEGRAPHER, which seems as long coming as the pay car, and which keeps us in touch with the various districts on the system, arrives. Two good things at once, why should they not smile?

But alas! There is something missing, for although the Northern and Eastern Divisions are pretty well represented by the members contributing, we have failed to notice an item from this seventeenth district, which, even though short, would have been greatly appreciated.

In our midst we have yet quite a number of nons, and half-hearted members in arrears, who seem to be slow in paying up. Now, why should this be? Do you not see that you are an impediment to the progress of the Organization, which has secured you in most cases an increase in salary, as well as protection and recognition?

What we most need is a system Organizer to go over the entire system, as the boys seem to be waiting his coming before joining the ranks. But, in the absence of said Organizer, let every member do his part, and secure his neighbor, and very soon we will be solid.

Bro. Pook, agent at Wanstead, has returned to work after a short vacation.

Bro. McIntyre, nights at Paris, who has been on the sick list for a couple of weeks, has resumed duty again. Glad to hear you again, "RE."

Relieved by extra Operator Bro. Ralston, Mr. Fry, nights at Capetown, has enjoyed a visit to Toronto and the Thousand Islands, and is again blocking trains down the hill.

Bro. Spence, nights at Merriton, has left for a six weeks' vacation to Chicago and other points in the West. He is relieved by Extra Operator Haase.

Bro. Heladon, days at Merriton, is deserving of a rest. Why not give the boys a chance at your snap, "H.?"

Dispatcher Goodwin is again on the war path, instructing the boys in the standard rules. We are sorry to lose him for the time being as dispatcher, but glad to greet him with a hearty shake-hands as our turn comes.

General Chairman Reynolds, of Beachville, is still active. We are all right, "R," when you are behind us.

Mr. Goodwin, nights at Woodstock, is taking two weeks' holidays. He is relieved by Bro. Ralston.

You seem to be getting all the relieving to do, "J."

Bro. Kennedy, days at Woodstock, is a busy man now, but see him move at "fair" times!

If by chance this misses the Editor's waste basket, I may again do something towards representing this district.

I will now cut out. 73s.

Yours in S. O. and D.,

MAXIMO.

Missouri Pacific System.

Main Line and Lexington Branch:—

C. D. Barrett, second trick dispatcher at Sedalia has returned from a few days' visit in St. Louis. "R" on third trick does well. Mr. Huffman handles first trick and makes the wire hum.

Bros. Brown, Miller and Dawson are stayers which signifies they know their business and how to handle trains.

The boys at "X" have a hot time in the old town now. How large are the mosquitoes, "R!"

Bro. Powell at Houstoria is now a full fledged O. R. T. We are proud to have him with us. Success to you, Bro. Po.

Bro. J. at "BW" has returned from home after a visit of several days. Hope you had a nice time, J.

Bro. Bailey at "AV" is all right and always on hand.

Bro. Fo, at "HN" has a hard time to keep cool these warm days. Do the bees bother you much, Fo?

Bro. C. at "XN" never forgets his pickup about 3:30 p. m.

Bro. Via at "KR" is getting a rest at the present writing. The coal diggers have their backs up.

Bro. B. at "AF" is a staunch O. R. T. and a nice man. Wellington people think there is no one like B.

Napoleon, the box car depot, is manipulated by Bro. Duffenback. We would like to see you get a new depot, D.

Geo. W. Corey is agent and lightning jerker at Buckner, a nice little village. We 13 C. has a horse and buggy and takes frequent drives to Sibley.

I. W. Davis, formerly of Little Blue, is now located at Lake City as agent and operator. We 13 he is not dead in love with city life.

Bro. Williams is now working the day trick at Independence during the absence of Mrs. Best, who is quite sick in the M. P. hospital at Kansas City. "WI" can make "DF" awful quick.

J. M. Kelly, of Lee's Summit, nights, is now throwing switches at K. C. and S. W. Junction. "KY" also answers to the call of "SW" a few

times during the day, while Charley Thompson performs this duty at night. "Shorty" is all right.

Bro. Hickman is now located at Little Blue and is fixing the depot up to his own taste.

Sorry to hear of Mr. Husted's disability, hope he will soon recover.

A. D. Howell is manager at Lee's Summit. "D" is very prompt and quite an expert with an insulator.

I. N. Underwood still holds the fort at Greenwood, and is very prompt to answer his call when not gone after the U. S. mail. How far is it to the P. O., "NU."

O. W. Holloway, of "SW," is working in Mr. Lyon's place at "PE," while C. runs trains on north end. G. and R. stick to "PE" tight as the bark to a beech tree.

J. B. Quinlin still answers the call at Strasbury.

Bro. Bailey at Kingsville lost out through the misfortune of having a student. Boys, take warning, these students will do you every time they get a chance.

Pa Miller, of Holden, still uses both hands.

Bro. Wilmouth we are glad to hear still makes the wires hum at "HO" during the night.

Farris at "CV" still handles the mail, baggage and freight.

Bro. Olney at "UR," days, is a good man and always on hand.

Smythe still answers the call at "G."

Very sorry Bro. Robinson lost out at "MN," nights.

Bro. Kemp, of Dresden, still answers the call for "DR."

In S. O. and D.,

CERT. 266.

SHERWOOD, MO., August 26, 1899.

To all Members Missouri Pacific System Division No. 81:

A new post office having been established here by the name of Sherwood, St. Louis county, Missouri, please address me here instead of Meramec Highlands, Missouri. Sherwood is not a money order office. When remitting post office money orders please have them made payable at Kirkwood, Missouri. Express money orders preferred. Do not remit personal checks.

Yours in S. O. and D.,

S. C. MAHANAY,
Gen'l Sec'y and Treas., Mo. P. Div. 31.

B. & M. and M. C. Railroads.

White Mountain Division:—

It has been a long time since I scratched my rusty pen over the paper for our Journal.

At Fabyan's we find Bro. Leonard, "PY," days. Bro. Bartlett, "K," nights.

Well, boys, the B. & M. brass pounders are not behind the times. When I came to work here this Summer I was pleased to find lots of O. R. T. boys on the wire.

I have found many friends since I came here—good O. R. T. boys, too.

I would be pleased to know who "Cert. 17" is. Can anyone tell me?

I will draw to a close for this time, with hopes to hear from all.

With best wishes, I am yours in S. O. and D.,

"K," CERT. 45.

Southern Railway.

Washington Division:—

There is not a great deal to be said about the Washington Division, in the way of news. However, we have had several of the "nons" to join our ranks lately and are now known to be warm supporters and workers in the Order. Possibly we have all heard about them, but we can afford to tell good news twice. It is possible that we will have to turn our attention to some other source for news soon, as there are not many more to be initiated. Let us all work to this end.

Bro. W. F. Rector is working days, at Monroe, and Bro. R. D. Saffell, at night, with Bro. Foltz as second man. Bro. Perry, who resigned at Monroe, is now with the N. & W.

Bro. Nolan, night man at Winston, has been working at Alexandria and "CD," Charlottesville, lately.

Mr. Cowhig, night dispatcher at Alexandria, has been off for some time, being relieved by Mr. L. R. Hixson, from Manassas, nights.

Bro. Ed Hixson, from Nokesville, is working at Manassas, nights.

Bro. Prince, from Midland, nights, has been working in Charlottesville, recently, while Mr. R. B. Adams worked third trick as dispatcher.

Bro. Burke is now at Rapidan at night. Bro. Pattie has gone to the N. & W. Bro. Peyton, day man at Rapidan, has been off for some time, but has now resumed work.

Bro. L. E. Rector and Bro. W. C. Locker, at Spottswood, have been off for a vacation, being relieved by Operators Dearborn and Earman, extra men.

Bro. Stockdon and Gettig, at Orange, will soon move into their new office and will work switch levers.

Bro. J. R. Rogers, of Inlet, nights, has been off for a few days' rest.

Brothers, let us hear from you through the columns of our Journal on the Sunday labor question, also the matter of licensing operators and government ownership. Let us at least try for a little Sunday rest. With best wishes. CRET. 291.

San Francisco, Cal., Div. No. 170.

The Secretary said he was so buried in business that it would be impossible for him to get the minutes in the August TELEGRAPHER, therefore I thought it well to drop the boys a line, through THE TELEGRAPHER, that they might know that we are still doing business at the old stand.

During the past month we added ten or twelve new members, and the applications still reach the Secretary in no small numbers. And many inquiries relative to the O. R. T. reach the Secretary or some member of the General Committee, all of which indicate material increases in the near future. Bro. Sam Wentworth secured petitions from several prominent telegraphers during the past week, and the probabilities are that we will have no "nons" in San Francisco in a short time.

The General Committee is working early and late, and as often as possible on the schedule with flattering results, all things considered, and it will not be long until we will be working under an

excellent schedule. When this comes about we will have another undertaking, that is, to increase if possible our organization in order that we may maintain the schedule. It must not be thought that it will maintain itself. Far from it. If we sleep upon our rights we will surely lose them. It will be necessary that we have a salaried General Chairman to be on the road all the time, or nearly so, to advise the members of their standing under the schedule, and see that they do not violate it, or nullify it by not insisting upon what is due them.

We, the O. R. T., are in better shape to maintain a General Chairman on a salary than any other order on the S. P. System, having a larger membership. Farther, it will be necessary that we have this salaried General Chairman as our schedule, like all new machinery, will run warm and need lubricating. Again, it is such an innovation, this thing of telegraphers asking for anything, that it will be ignored by many minor officials in their extreme zeal to reduce operating expenses, unless it is constantly held up to them. It will be considered audacious upon the part of a telegrapher to insist upon what he is entitled to, and any one, not free from corporate ire, will be unmercifully discriminated against if he be too persistent in his efforts to secure the rights of members, and adjust all grievances.

Farther, a General Chairman, on salary will, if a competent man, bring more money into the treasury than he will take out in salary, to say nothing of the great amount he will secure to the membership in advising them of their rights in the matter of overtime, and seeing that they get it.

The question of a General Chairman on a salary will, no doubt, be laid before the membership in a short time, so give the matter consideration that you may vote intelligently.

Owing to the return of the California Volunteers, and the reception tendered them last Saturday night, we were unable to hold our usual meeting. There was such a throng on Market street, the main thoroughfare of the city, that it was impossible to cross from one side to the other.

We had several applications to act upon, which will have to go over until September 9th, the date of our next regular meeting.

At our last meeting, August 12th, we acted upon twelve petitions, and had half as many more for our action upon August 28th, had we been able to hold a meeting.

Before this reaches the readers (members on the Southern Pacific), they will have received a copy of our schedule, which is a very excellent one, and a strong foundation upon which to build. It will also be found that the article relative to the schedule in the August number was in error relative to the minimum. We were offered a minimum of \$70.00 for the desert and \$60.00 for other portions of the system, but did not accept, as it was too low, and it was thought by some to be better without any minimum than one so low.

As an artistic piece of literature, the schedule will be without an equal, it having been supervised by Bro. Geo. Estes, who has a taste for literature, and who is a stickler on grammatical matters. He is all right in other things, as will readily be seen by a

review of his work during the past eight months. His work has brought him into prominence in the world of organized railroad employees, and his ability has in a measure been recognized and rewarded by his election to the Chairmanship of the Federated Board.

With Bro. Estes at our head we will in a few years lead all other organizations on the Pacific System in all things.

Eight months ago, when he took hold of the movement, we numbered barely one hundred members. Today we have seven or eight hundred, a very good schedule, if not the best in existence, governing telegraphic employees, and, if he had authority, he would greatly improve conditions of employment surrounding men in other branches of service.

In a few years the telegraphers of this system will be enjoying better conditions than will the telegraphers on any other line of road if we can but retain his services.

The Secretary advises that he is too fully accupied to write up our minutes in full for publication.

Bro. Geo. Estes is still wondering who secured his picture for the *Examiner*. He says this is the only thing he ever did that he was ashamed of, and he could not help it, either.

CERT. 257.

"Nickel Plate Notes."

The grape season is coming on us a little earlier this year than usual. It will be in full blast about September 5th. Quite a number of new operators have arrived to look after the pretty little "grape huskers" that blow in from all parts of the country.

Among them we find Operator Burke, at Euclid, days, for the season, and Green, nights, for a week or ten days, in "Coxie's" place, who is visiting his "baby" at Conneaut.

Operator Leech is at Ashtabula, nights, in Bro. Whelpley's place, who has taken the agency at Noble Grape station.

Operator Love is working in Rison's place, nights, at Cascade, while "Punk" is doing the day act for a few days during Jones' absence.

Operator Middleburg is a good man at North East, nights, and it looks as if he was there regularly.

Operator White is hustling baggage and selling tickets at Painesville, nights. He is a good man if he would only stay awake.

Operator Duncan is at Mentor, days.

Miss Jones is at Westfield, days, Operator Kellar at east end double track, nights, Hazen, days.

"Fatty" Connors is still holding down Brocton, days, and Bro. "Caddy" Drewitt, nights.

Operator J. E. Shaver is the whole thing at Erie, nights. He says he cannot sleep days on account of the hand organs playing in front of the house. Good excuse for sleeping so much nights, "Put."

Bro. McGovern, of Lakeview, nights, is off on a little vacation for leaving his block red the other night so No. 1 could not get by. We understand he is going to Irving, nights, about September 5th—down among the squaws. Chan. Stedwell is working in his place at Lakeview.

Operator Baxter is with us again, and is working a few nights at Lorain in Operator Frailey's place, who is off on a three weeks' vacation.

There are several new men on the road, but we have not learned their names as yet.

The superintendent's office is going to be moved to Buffalo, September 9th, and we understand that Operator Jones is to go there as operator. Jones is a first-class man, and his many friends are glad to hear of the promotion.

Bro. Keys, better known as "Maud, the Camera Girl," is doing some fine work on the third trick on the Second District. The only trouble he has is trying to get enough time to eat his lunch. It keeps "Long Bill," his room mate, busy trying to get him to go to bed days, but it is of no use, as he will not sleep days. "Santiago," his pard, or the "dude from Ogontz," is a very promising young man. He is talking of going to the bakery to board. Must be some attraction there, Harry.

Bro. Roderick, of the dispatcher's office, nights, was off on a two week's vacation last month, relieved by Operator Fabel. He reports having a very nice time, having visited New York City, Coney Island, etc. The boys call him "Soda Water Bill" now.

"Jigger" Brown and General Yard Master Gross have just returned from a trip to New York. Guess they had a hot old time, judging from what they tell. "Jigger" will be right in trim to take the third trick in a few days and put the boys into clear with some of those nine and eleven copies. "Maud" is sorry to see him back.

Will send this along the line now and let some of the rest of the boys add to it.

Yours in S. O. and D.,

NOTES.

CERT. 19.

H. C. Showalter, Conneaut Yard, nights, was off about ten nights, relieved by C. F. Merchant and F. H. Duncan.

C. F. Merchant resigned to go West. Good luck to you, Charley.

V. J. Beaumont relieved C. F. Merchant at Chuland Yard, nights.

We are very glad to announce that Bro. F. R. Terbrack was presented with a nine-pound O. R. T. boy on August 23d. Father, mother and boy are all doing fine.

We want some good, lively man on the Western Division to send in some Western Division notes next month without fail.

Let us see if we cannot have the "Nickel Plate" in each month's Journal hereafter.

Yours in S. O. and D.,

CERT. "3."

Atlanta, Ga., Div. No. 70.

Southern Railway:—

As there has been no communication to THE TELEGRAPHER from this part of the Southern Railway or from Division No. 70 in lo, these years, several of the boys, in a street corner caucus assembled, have voted that we must have a letter and have it at once. To that end, as I am the weakest willed and the least capable of resistance, it has fallen to me to let the world at large know that the Southern Railway still employs a few operators in Atlanta and who and where they are. If the few personals given should strike the eye of any of the numerous "homeless hams" once among us but

now wandering far from the old red hills, and cause a passing remembrance of quondam friends and—unpaid debts, they will not have been penned in vain.

Division No. 70 is in better condition numerically and financially than it has been in some years past. We are increasing our membership, and what is better, the old members are paying their dues like little men and keeping in touch, as far as I can learn. If our esteemed Secretary and Treasurer, Rudisail, was in the city I would give some facts and figures. In passing, let me say that Rudisail is the right man in the right place. He is doing splendid work for Division No. 70, and, as he is studying dentistry and will soon leave telegraphy for that profession, it can be seen that his work is entirely disinterested. Success to him. We have had several well attended federation meetings recently, and, altogether, the outlook is bright for us. We hope for continued progress.

A telegraph school has been established on Whitehall street conducted by a Mr. Vickers, I believe. He is said to have been a former superintendent of telegraph somewhere and has had great experience, etc. Perhaps I am not competent to judge, but it seems to me that he has taken a tumble on the ladder of success. From superintendent to curing hams seems a long drop; but, as I say, perhaps I do not know. His circulars announce that he will teach the noble art thoroughly in from three to five months, according to the ability of the student. He don't say, but I reckon he can make pressmen and wire chiefs in a proportionate length of time. So far as I know, however, no operators are lying awake of nights thinking of the dark future when crack-a-jacks from this school will fill all the jobs in the South. I've been telegraphing for these long years and I have never yet seen a "graduate" who could catch a call or knew a semaphore from a switch target. It is the local agents that make the operators. There are graduates all through the country now, holding framed diplomas, whose telegraphing is a species of this new fangled wireless telegraphy you have read about, i. e., signaling with a plow line to a Georgy mule. O, I think we are safe yet. I am amused, however, at the antics of a little school in a bucolic Georgia hamlet. The professor (?) in charge seems to fear competition and is advertising vigorously. A good thing for the newspapers. But I started out to say something about the Southern telegraphers in Atlanta.

The company has quite a number of offices in the city. At the relay office, "QN," the force is at present assigned as follows:

Harrison, manager, works Birmingham.
Bro. Killian, Knoxville—Chattanooga.
Foster, Macon and the A. & F.
Bro. Stewart, Charlotte and "pony."
Bro. Harper and Rowe, Washington duplex.
Powell, night chief. Operators, nights, Standifere, Bro. O'Neal and Bro. Buckner. Langford, extra.

At the superintendent's office, "Z," dispatchers, east, Grant, McLendon and Hanna. North, Bell, Hardin and Beauprie. Ike Robinson, copier, J. A. Robinson, days, and Hunter, nights, operators.

At North Avenue, Landers and Buffington day and night, respectively.

South yard, Bro. McCurdy and Franklin, day and night. At Shops, Bell, day.

Union depot, Dillard, chief, Thomas, Brown and Zirkle operators.

Of all these men, not more than five or six are O. R. T., I am sorry to say. There is said to be pretty strong opposition to the Order in some quarters, which probably accounts for it. Indeed, I've heard that an O. R. T. pin meant dismissal to some men. That seems pretty strong. So strong indeed, that I only give it for what it is worth. On the line to Greenville we are almost solid, as the roster shows.

ATLANTA NOTES.

Rudisail is working for the Seaboard at Athens for a month. We miss old Ruddy and will be glad to see him back again.

Harper, of "QN," has returned from a trip to Washington and to his old home in Carolina. He reports a first-class time.

Broadbent, Fonville and Wootten, formerly of "QN," are now with the W. U. here. Swan, formerly of "Z," is also with the W. U.

Zirkle, of "QN," is attending a dental college, and has, so far, made record-breaking marks on his final examinations. He will graduate soon, and has many friends who wish him success. "Zirk" is one of the kind that you don't strike every day and Sunday, too. Strictly O. K. "QJ."

Knoxville, Tenn., Div. No. 10.

Of late I have noticed very little from this division, on account of, I suppose, our regular correspondent having left the Southern Railway.

Well, boys, I guess you have noticed the big boom on the Southern Railway in the past month, especially in Division No. 10, this division having taken in forty-four new members from July 28th, to August 29th; that is what I call fine progress. This big change is caused by the members' taking more interest than ever before, and helping the Organizers out by keeping right after the nons, and I hope we will keep this interest up, and it won't be very long until the Southern System will be solid O. R. T. "Nons," why don't you wake up and fall in line, and put your shoulder to the wheel while everybody is working so hard?

I am glad to say that the Memphis Division, and the line from Tusculumbia to Birmingham, have just been worked by Bro. Pierson, and made solid O. R. T.; also the A. G. S., north of Birmingham, the rest of the Organizers doing equally as well.

I have just finished the Asheville Division, leaving there with seventy per cent. on our side.

There have been several changes on the Knoxville Division of the Southern Railway lately.

We are sorry to lose Bro. J. G. Brown, of Concord. Bro. Brown has resigned to take a position in Baltimore. We wish you much success, Joe.

The K. C., G. & L. Branch is solid O. R. T. What's the matter with making the rest of Knoxville Division the same way?

Bro. Clark is very sick at Elk Valley.

Bro. Albert Lewis, nights, at Luttrell, is at Burnside, Ky., very low with fever.

Bro. C. L. Harmon has left us, and gone with the C. S. Ry. "C," don't get dissatisfied now and quit; we all wish you success.

At Bristol we find two good members, Bros. Hodge and Hodge, and coming on down the line we find that everybody is O. R. T., except Strain and Ike Haun, but Ike is O. K. and is with us after September 5th, sure, without joking. Don't fool us, Ike.

Every Operator on the Southern Railway is going to be in the Order by September 25th. Now don't lag, boys, you cannot afford to stay out by yourself. The O. R. T. is no experiment, but is fourteen years old, and would not have been what it is today if everybody had said: "I can't join now."

Bro. L. J. Gooding, agent at McMillan, is at present, in addition to his railway duties, looking after the ladies, and is chaperon for the Knoxville crowd house party at his place. That's right, Lewis, keep up your reputation as a ladies' man.

We find now as night man at Mossy Creek, Mr. Singleton.

Bro. J. H. Carson, late operator at Morristown, has gone to Water Valley, Miss., with the I. C. We wish you all kinds of success and health, Harry.

Bro. John A. Redman, relay operator in Chattanooga, is at Glendale, Ky., visiting home folks for a few days.

We were sorry to see Bro. W. H. Smith, agent at Covington, leave the Southern Railway, but hope he will like the West and have success.

Ed. Davis, on the Charleston Division, and Tom. Lusk, on the Birmingham Division, say it is hot work organizing down in that hot country, but they are getting there just the same.

Extra Operator Bro. Herford, who has been in "K" Knoxville, has gone to New Orleans at seventy-five dollars per month.

As we look over the little city of Limestone we find that the late telegraph college, located in the telegraph office, is a thing of the past; so much again.

Well, I will cut out this time; let me see a piece from some of the boys on the Asheville and Charlotte Divisions in the next number.

With best wishes, I am,

Yours in S. O. and D.,

W. L. WEBSTER,
Secretary and Treasurer.

From the Pittsburg and Lake Erie.

There was a train of "time freight" in the yard at "BD,"

With not a crew in sight

Except Jake Goodner of the Royal Blue,
Who had doubled in that night.

A message was sent to my old friend Jake,
Asking if he wouldn't try
To get those loads to "KD" that night,
As they were carded and should be on the
"fly."

"Well, if the cars *must* go I guess they *must*,
So I will fix to take the ride,
But I won't be the only tired man;
There will be one on the left hand side."

So a "call boy" was sent for "Uncle Bill,"
The partner of dear old Jake.

"Say, but I am tired, but I guess I'll go
Just for the old man's sake.

"For I tell you, my lads, this very night
The record is going to be broke,
And, of course, the old Jack wouldn't do
good work

If a new man fed her her coke."

So with fifteen loads of "carded cars"

They hustled out of the yard,

And started on that memorable run,

Which won fame for my dear old pard.

Down through Vances they dropped those
cars,

For they would need a run at the hill,

And then Uncle Jake was figuring close

On the work he gave "Uncle Bill."

"Get water at 'UN'!" shouted Uncle Bill

To Jake over the biler top.

His only answer was to hook her ahead,

Which meant no, not a d-d drop.

They made "V" for No. 3 in good shape;

Got water and oiled around,

And hustled out close at her heels,

Chasing her like a hound.

"MR" was made for No. 4,

With everything working well;

And Jake, with a look on his face which
said

From him, "Uncle Bill," you catch "L."

They made two stops without a slip;

Pulled into "KD" all right.

And what do you suppose the time made

Was by Jake with the "cards" that night?

From "BD" to "KD" is a hundred and
thirty miles,

With many a hill to climb,

And he stopped three times to water her up,

Met the "Flyers" and oiled around.

But it's an actual fact, with all the stops

The record-breaking run was made

From "BD" to "KD," 130 miles in 3 hours,

And just a shade.

Dear old Jake, God bless his soul.

Can not only make time with a train.

But can treat you white if you carry a card;

And you always find him the same.

Long may he live, is my heartfelt wish,

And I will be satisfied

If, on his run to the pearly gates,

I can ride on the left hand side.

CERT. No. 10.

Chicago and North-Western Railway.

The 150-ohm relays on the Ashland Division are being replaced by 37-ohm multiple relays.

Day Operator Kleber of Clintonville, Wis., has returned from a month's vacation in Minnesota.

F. L. Zaug, of Port Washington, recently took charge of New London station.

T. A. Maney quits railroading and enters the grocery business in New London.

Car Distributor Wellington relieved Dispatcher A. R. Treat for a month, at Kaukauna.

T. C. Laughlin, of Marion, is doing the night act at Bear Creek.

Matt. Schumacher, of Tigerton, worked days at Clintonville during the absence of Kleber.

Mr. Reynolds, who we understand is from Green Bay, relieved J. W. Thompson as night man at Clintonville recently.

E. R. CRAM.

Grand Division

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President, Peoria, Ill.

M. M. DOLPHIN,

First Vice President, Peoria, Ill.

H. B. PERHAM,

Secretary and Treasurer, Peoria, Ill.

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F. J. Reynolds, Medicine Hat, N. W. T.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, Secretary and Treasurer, Peoria, Ill., also their Local Secretary.

Notice.

The following division cards have been reported as lost. If presented, please take up and return to this office. Card No. 2146, good until Dec. 31, 1899, issued in favor of Grand Division Certificate No. 2725. Card No. 3318, good until Dec. 31, 1899, issued in favor of Certificate No. 522, Division No. 22.

H. B. PERHAM,

Secretary and Treasurer.

Notice.

Secretaries of divisions and other members are requested to notify me when they learn of any vacancies. This for the benefit of the unemployed.

Yours in S. O. and D.,

H. B. PERHAM,

Secretary and Treasurer.

To Commercial Telegraphers.

The Brotherhood of Commercial Telegraphers invites all eligible telegraphers to become members. The law in regard to eligibility reads as follows:

Any white person of good moral character who is eighteen years of age or over, who is actually employed as a commercial telegrapher, and who has had at least one year's experience as such, shall be eligible to membership, and no others; *Provided*, That any white person of good moral character who has had three years' experience as a commercial telegrapher shall be eligible to mem-

bership. Women are eligible to membership the same as men, and are entitled to all rights and privileges.

The initiation fee is \$3.00, and dues for the balance of the year 1899 are \$1.00. After that regular dues are \$4.00 per year. This includes subscription to THE RAILROAD TELEGRAPH.

There are no organizers, no local lodges, no grips, signs, passwords or other means of identification, although it is a secret organization.

Whenever the Brotherhood becomes sufficiently strong to protect its membership a convention will be held for the election of its officers and the revision, if necessary, of the Constitution and By-Laws.

Thorough organization is the only method by which the business of telegraphy can be bettered, and it is the duty of every self-respecting telegrapher to aid the organization of his class by supporting it with his money. Nothing worth while can be accomplished in this direction without money, and two dollars every six months may make but it cannot break you. A strict account of all moneys received and disbursed will be kept, and rendered to those interested at the proper time.

Do not look upon this notice as simply an appeal to you for your money; it is not needed at all except to use in your own behalf. Everyone is satisfied with your condition if you are satisfied. You will help yourself or not be helped.

Yours fraternally,

H. B. PERHAM,

Secretary and Treasurer.

Notice of Removal.

To all members:—

On September 20, 1899, the General Offices of the Order of Railroad Telegraphers and the Brotherhood of Commercial Telegraphers will be removed from Peoria, Illinois, to St. Louis, Missouri. All correspondence should be addressed to the undersigned there after September 20th, and postal money orders and other remittances should be drawn payable at St. Louis, Mo., instead of Peoria, Ill.

Members will be governed accordingly,

Yours in S. O. and D.,

W. V. POWELL,

President.

H. B. PERHAM,

Secretary and Treasurer.

Peoria, Ill., September 15, 1899.

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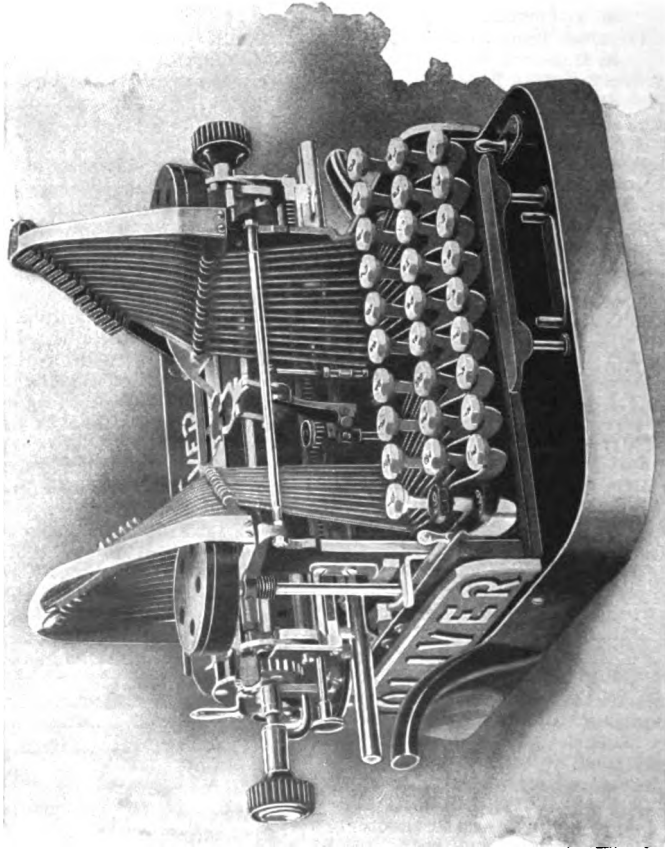
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VOL. XVI.

OCTOBER, 1899.

No. 10

EDITORIAL

Let Us Set A Good Example.

THE most formidable obstacle in the path of man's progress is selfishness; it even outranks apathy, which of itself is no small barrier. It generally thwarts the purpose of men who give it full sway, for those who prosper do not generally belong to the class called selfish. Generosity causes a reflex action, and the giver is seldom in the end a loser. In the telegraph business it will be found that those who have devoted their time to bettering the condition of telegraphers have not suffered themselves on account of it. It is the strong and capable who are able to help the weak, and the men who have helped others in the past are not in the rear of life's procession on account of it.

Many years ago the term "wolfing" came into use among commercial telegraphers. It was an opprobrious epithet hurled at the man who, after having performed his

regular day's work, must needs work a few hours extra oftentimes when there were extra men waiting for an opportunity to make enough money to pay their board bill. The troubles of the man on the block were matters of little moment to the "wolf." He might perchance have a family of little ones to feed, but that was his own affair, and the "wolf" needs cigar money. He lives a shiftless hand-to-mouth existence, frittering his money away as fast as he gets it; as age creeps on and his responsibilities increase the drift toward the brink alarms him and he works until a physical collapse brings about what he has always been in dread of.

How different things would be if the man who is now getting good pay would interest himself in seeing that others were getting along as well as himself. Take a living interest in things transpiring around, securing promotion for others when due,

giving the extra man a chance to get in an hour or two whenever possible. If that condition is ever brought about it will be helpful to all good men and a setback for favoritism—that prolific breeder of discontent in the telegraph service.

The railroad telegrapher is not altogether free from the charge of wolfling. At unimportant points it has become the established custom to have the telegrapher fulfill such duties as freight agent, ticket agent, express agent, baggage man, mail carrier and general factotum, an arrangement to which no particular objection can be made because the same thing is done all over the world, but in the opinion of the writer a line should be drawn somewhere and it should be outside of the pump house. The practice of making the telegrapher attend to the pumping machinery should not be countenanced, as it tends to throw another man out of work, and there is no sort of affinity between the two positions. To expect a man to handle telegraph instruments after cleaning an engine or firing a boiler is not compatible with common sense.

In a great number of instances when economies were to be practiced the telegrapher's pay has been temporarily increased ten dollars per month, and ordered into the pump house, and the pumper, who had been earning perhaps seventy dollars per month, sent away to look for employment elsewhere.

It is not difficult to imagine the pumper's feelings on the subject, but as he is not organized, he has no means of redress at his command; with the telegrapher it is different, and a stand should be made against any man being forced to hold two men's jobs of such opposite tendencies, while there are competent men looking for work.

It has been fairly well established by the telegraphers on many different roads that caring for and carrying around switch, signal and semaphore lamps is not a part of the telegraph business. It now remains for them to establish that idea on every road in the country and meantime agitate the question as to who ought to take care

of the pumping machinery at wayside water tanks.

The final solution rests with the telegraphers, because they have the power at their command to properly adjust it. Not one of the organizations will be in favor of one man holding two men's jobs under existing conditions. Both classes of telegraphers must eventually come to the conclusion that wolfling is an error that works injuriously to all concerned.

Non-Partisan and Non-Sectarian.

IT is a difficult task for the editor of a labor publication to eschew the subjects of politics and religion, as per the constitution, and still write voluminously upon subjects that will interest his readers. The average editor is usually in touch with the world as it is, has opinions of his own upon the vital issues of the day, and would feel easier if it were consistent to give free expression to the same, but under existing circumstances it is neither practical nor politic. When the industrial situation turns into a contest between classes (as it undoubtedly will), instead of a hotch-potch of political partisanship, with the sheep following the wolf, labor editors may be allowed to openly criticize any person or party without fear or favor, so long as it is in line with labor union ethics. In the language of the poet, "Oh, let it be soon," for it will give such spice and variety to the official organs of the unions as to cause a quickening into life of the most important political movement ever made in America.

The editor of the *Locomotive Firemen's Magazine* has been recently accused of displaying partisanship by a local party organ because pictures were published portraying dead and dying Philipinos. In the October number of the Magazine Brother Carter gets after his critics with a sharp stick. He succeeds admirably in clearing himself of the charge, meantime throwing some side lights on the question in this wise:

When the writer severely criticised President Cleveland's actions in placing the City of Chicago under martial law, over the protest of the Mayor of that city and the Governor of the State of Illinois, he meant no "attack on the administration;," he was not attempting to injure the Democratic party nor to aid the Republican party. The writer believed that President Cleveland had usurped power not delegated to him by the Constitution of the United States. The fact that President Cleveland refused shortly thereafter to send troops into Oklahoma to prevent citizens tearing up railway tracks, and stopping mail trains "without the request of the Territorial authorities," is evidence that President Cleveland recognized his previous act as illegal. The writer honestly believed that President Cleveland had established a precedent, which, if repeated, would result in the practical enslavement of the working people by military power. President Cleveland's acts were not chargeable to the party that had elected him, but to the plutocratic school in which he had received his economic education. The sending of United States troops to subjugate strikers was not a party issue, but a class issue.

Again, he says:

The writer has condemned the authorities of the State of Idaho and the authorities of the United States for their joint war on trades unionism in the Wardner affair. Many pages were devoted to this matter in the September issue of the *Locomotive Firemen's Magazine*, most of which were taken up with quotations from other labor papers. Never in the history of the United States was the power of corporations over State and National officials so apparent. The purpose was to destroy trades unionism, regardless of the Constitution and the laws. The State laws of Idaho protected trades unions, therefore, the Washington authorities were called in so that martial law and militarism could supersede State law. Forthwith an edict was issued, signed by both State and National authority, prohibiting the employment of union labor. Such official villainy was never before known under a free gov-

ernment. No such thing would be permitted in England, France or Germany. Fortunately for the editor the United States authorities are of one party and the Idaho State authorities are of the opposing party. This demonstrates two propositions: (1) the writer in criticising the authorities for not aiding either party, (2) when the plutocratic element of all parties have a job of union-smashing on hand they give each other loyal support, regardless of party affiliations.

After protesting that the publication of interesting war pictures furnished by members of the Brotherhood, who are fighting their country's battles on the firing line, is not done with the object of injuring any political party, he intimates that the "Bull Pen" and other incidents will be left alone until after the next general election.

For the good of the cause it is to be hoped that Brother Carter will do no such thing, and that he will again get out his range finder and resume dropping hot shot into such camps of iniquity.

In conclusion, the assertion is reiterated that partisan politics will not in any way help the present generation of wage earners, and the game of politics is of no more interest to them than a game of skittles—in both instances it is a pastime and the players pay the score.

What political progress we are making is by educational means alone, and that process is going on all the time, even the most bitter partisan is not free from its bettering influences.

The plutocratically inclined in all political parties are indissolubly allied for offensive and defensive purposes. The time approaches when the wage earner will become conscious of the interests of his class, and then partisanship will die out and a new era be inaugurated.

Study Diplomacy.

IN conversation with the General Manager of one of our Western Railroads recently regarding economies in railroad practice, in reference to wages, he dropped a significant remark. He said: "The wage question, you know, always

settles itself." This is significant to those who imagine that the General Manager of a railroad regards the fact of his road having to pay good wages as a hardship. The truth is that such men regard the matter of salaries as one of little concern, and one over which they have not full control. They will, of course, do the best possible for the stockholders they represent, but that does not include, figuratively speaking, butting their head against a wall, or in other words, sustain a strike in order that low wages may be maintained. If working people's representatives were gifted with a keener sense of the benefits to be gained by diplomacy, they could quickly gain advantages that seem to be completely out of their reach at present. They, too, frequently make the mistake of flaunting their newly gained power before the eyes of the man who considers himself a superior and a master. If the fact were constantly borne in mind that we have evolved from slavery and feudalism, and that on that account the masterful part of man is generally in the uppermost, allowances could be made and much friction avoided. There is nothing so aggravating to the employer as to have his men attempt to dictate the terms under which their services shall continue. This he invariably regards as a usurpation of his rights and privileges. When he becomes imbued with this idea it arouses the spirit of antagonism and he generally decides that he will make a determined stand for his rights in the premises. This unfortunate condition brings about more contests between working men and their employers than anything else. With the more intelligently conducted organizations of labor the art of diplomacy is exercised with the result that contests are getting fewer, but at the same time these organizations are fulfilling their mission. The public do not generally know of the work being done by the powerful and well established labor organizations at the present day, because they see no mention made in the daily press of the peaceful victories won, and, in fact, on this account many

people do not know that there are such organizations in existence. Strikes, incendiarism and dynamiting are always associated with their ideas of labor unions. It has taken many years for the more intelligent wage earners to find out that they can get good pay and fair treatment by diplomatic methods, instead of rushing into a contest where both sides invariably suffer. It is not to be expected that working people can be found at the forge, at the bench or piloting street cars who are gifted with the mental training and wide experience of the professional advocate, but as time goes on, a certain measure of this desirable attainment is acquired by their representatives, and the result is seen in the success attained by what is called the conservative organizations.

Scandalous Methods.

WE clip the following item from the columns of the *Railroad Trainmen's Journal* for October: The *Weekly Advocate*, of Palestine, Tex., publishes a very lengthy editorial on the performances of a spotter who arrived in Palestine from St. Louis, and who proceeded to make himself known as a member in good standing of the Brotherhood of Railroad Trainmen. The gentleman proceeded to make himself handy around Palestine, but in an unguarded moment gave way to his weakness for drink and came to his boarding house with an unmanageable jag. His case was so aggravated that it was feared death would claim him for his own, and some search was made among his effects for letters of identification, and one was found addressed to the Vice-President and General Superintendent of the I. & G. N., which was to that official from the Thiel Detective Agency, and it read as follows:

DEAR SIR: This will introduce to you Mr. George Thomas, a member of our force, who is in good standing in the B. of R. T., and will undertake to discharge such duties as you may assign him in cultivating the members of his own Order and those of other Orders on your line. When you are

through with him kindly advise us so that we can withdraw him from your road when no longer needed. Yours truly,

C. A. PETERSON,
Vice-President.

The boys around Palestine are as gentlemanly a set as ever assisted to hang a horse thief, and they proceeded to make things interesting for the honorable member of the Brotherhood. They carried him to the general office and presented him to the I. & G. N. official, Mr. Trice.

The committee asked him if he wanted Thomas to come to Palestine, and he told them that he wanted a detective and no "bum," and advised that the detective be ridden out of town on a rail. After being photographed, the spotter was led to the edge of the town and directed to go North, but he changed his mind and returned to the city and was placed in jail, and it is now probable that he will join the chain gang.

The people at Palestine are very much incensed at the action of Mr. Trice, and do not give him any credit for bringing the spotter in their midst. The boys of Palestine are to be congratulated that they caught the detective before he had an opportunity to square himself by reporting a lot of them for something of which they knew not. It is the habit of detectives of this character to report almost anything to make themselves solid with their employers, and to the discredit of the employer, it must sometimes be said that their reports are made to stand.

The *Journal* is glad that the boys at Palestine caught the imposter, and it seriously regrets that the advice to ride the gentleman out of town on a rail was not followed, for it might not have been a difficult job to have lost him when he was once out of town.

On July 27, 1899, shortly after the above occurred, while President Powell was in Palestine, Tex., in the interests of our members employed on the International & Great Northern Railway, he noticed that a middle-aged man followed him around the streets and about the hotel, and endeavored to hear the conversation that passed between himself, members of the committee

and others. Becoming suspicious of his actions he went to the man's room, accompanied by two members of the Order and inquired of the party, whose name was learned to be A. Delay, what his business was in that locality. In reply he claimed to represent a patent medicine firm in St. Louis, and that he was engaged in peddling its wares in the State of Texas. His appearance and general demeanor bespoke the fact that he was not what he represented himself to be, and after some pressure was brought to bear, he admitted himself to be a telegrapher, a member of the Order, and in the employ of the Thiel Detective Agency, of St. Louis, Mo.

He said that his visit to Palestine was the outcome of an interview had in St. Louis between Mr. Trice and the manager of the Thiel Detective Agency, and that his mission was to spy upon the agents, operators and other employes of the International & Great Northern Railway; that he was to report directly to Mr. Trice and was at that time awaiting his return to Palestine. He said that a member of each of the railway organizations had been sent to Palestine by the Thiel Detective Agency, under contract with Mr. Trice, for the purpose of reporting the meetings of the various lodges of railway organizations, their numerical strength, and any happenings that might prove interesting or valuable, but that after the capture of Thomas they got scared and left the city, presumably for a short time only. After securing from him his reports, report blanks, instructions, etc., he was advised to leave town at once and never return. The only thing that prevented his being hung was the personal appeal of President Powell to the men. There would have been plenty of justification for such action, for a white-livered scoundrel who would use his membership in his trade organization for the purpose of betraying his brothers and co-workers with the object of keeping them in bondage, is deserving of no better fate.

On the other hand Mr. Trice, the General Superintendent, is an active member in good standing of one of our sister railway organizations. What is to be said of him? Is his memory so dim that he has forgotten

the time when, with his hand on the Holy Bible, in the presence of his Maker, and his brothers, he took a solemn obligation never to do aught that would injure a brother? That he would stand to and abide by all the laws, rules, regulations and edicts of the Order, and would give a brother due and timely notice of any danger that might threaten him or his family. Could he have thought or even cared of the interests of his brothers when he was employing such scum of the earth to make false reports, if need be, of as honorable, conscientious and capable a body of men as were ever employed in the train and telegraph department of a railroad? Can there ever exist in the future on the International & Great Northern Rail-

way a feeling of good will, active, hearty co-operation and confidence on the part of the employes toward the present management in the face of what has happened? If such work as Mr. Trice was engaged in is believed necessary to the safe and satisfactory operation of a railroad, wouldn't it have been manly for him to have severed all connection with his trade organization and placed himself in his true attitude, rather than to pose as a friend of his employes, awaiting a favorable opportunity to take a dishonorable advantage of them.

The *Weekly Advocate* and the citizens of Palestine have good reason to feel incensed at the action of the management of the I. & G. N. Ry. toward their fellow townsmen.

Editorial Notes

And the moral of it all is, "Don't be a Hoe man."

On account of moving, the mailing list has not yet been revised, but it will be.

We now hail from Missouri, where we will double our membership once more or "Have to Be Showed."

The New York *Sun* and the Chicago *News Record* are now under the ban of union labor. Watch the result.

The boycott on the Big Consolidated Street Car Company at Cleveland is still vigorously maintained. That company will capitulate or go to see the judge.

It is a false idea of political freedom that causes men to think that an individual with ten cents can resist injustice imposed upon him by a ten-million-dollar corporation.

This issue of THE RAILROAD TELEGRAPHER was made up under extraordinary difficulties on account of removing headquarters

from Peoria to St. Louis. It was quite a feat to accomplish and get out on time.

Unionism is getting to be more respected every day. Even the President of the United States can show credentials now. He was made honorary member of the Bricklayers' and Stonemasons' Unions at Chicago recently.

The new schedules on the Louisville, Evansville and St. Louis and the Southern Pacific Railways, of which a synopsis appears on another page, will make interesting reading for railroad telegraphers who are not already lined up.

Labor goes slowly in its movement toward a more powerful consolidation of its interests, but every day some little gain is made. The butcher, the baker, the candlestick maker and e'en the swashbuckler will find themselves party to a federation 'ere long.

France as a republic is a weak sister. The country is dominated by aristocrats and a standing army. There is good rea-

son to believe that the disclosures in the Dreyfus case reveal only a small part of the methods of intrigue that many high officials are familiar with. Meantime the proletariat is working itself into an early grave for the sake of a daily soup bone and a glass of sour wine. What fools these mortals be.

So much Fraternal matter was left out this month—crowded out for want of space—that it would be useless to enumerate the Divisions. During the winter rush each Division will be accorded space, as far as possible, in alternate months, in order that all may have a chance.

It has recently developed that there are still railway officials in harness who are opposed to dealing with committeemen, while they are ready to deal with them on the individual plan. Every man in the employ ought to lay off on the same day and go to the old man for a consultation. It would be an eye-opener for him.

Cornelius Vanderbilt inherited less than \$60,000,000 in 1885, and in fourteen years increased it to more than \$100,000,000. William K. Vanderbilt is known to have been equally successful.

Rich men's sons no longer squander their patrimony, they nourish it with improved business methods and make others with less money hard to catch.

Liquid air promises to be the greatest labor saver ever invented. That would be glorious news under just conditions, for no one really yearns to labor, although we all need labor's product. Each new labor-saving appliance hurries forward the day for a new social adjustment. It makes wider the gap between the overly rich and

the miserably poor, and that has always in the past led up to important changes. If science can arrange to do all the labor without human exertion, people will have time to think out a feasible plan for an equitable division of product. Let it come soon.

At St. Louis recently there was a meeting of anti-trust men at which there was a large attendance of State Governors, Attorney-Generals and other influential statesmen. The object of the meeting was stated to be not to crush capital, but to devise means to prevent illegal combinations of wealth. The combinations of wealth which they proposed to oppose are strictly legal, being nothing but corporations doing an interstate business similar to the railroads. It would be a saving of time if the people would arrange to buy them out and still further perfect their economies.

The famous Ruskin Colony, now reorganized as the Ruskin Commonwealth, has moved from its old site at Ruskin, Tenn., to a new location at Duke, Ware County, Ga. The colony now numbers 268 tried and true co-operators. They have paid for their new site in full, and also own the *Coming Nation* and the machinery for carrying on the various industries heretofore conducted by them. Their new site consists of 800 acres of fertile, level land, and 75 good houses, besides depot, store and other buildings. Duke is six miles southwest of Way Cross, on the Plant System Railway. The *Coming Nation* is a 28-column weekly having an immense circulation throughout the civilized world. It is only 50 cents per year, and the "Colony Notes" alone are worth more than the price of the paper to those who are interested in co-operation.



THE MUTUAL BENEFIT DEPARTMENT

ASSessment NO. 14 IS DUE ON
NOVEMBER 1, 1899. TIME FOR
PAYMENT EXPIRES DECEMBER
31, 1899.

To the Man Without a Certificate.

If you are a telegrapher the beginning and the end of pretty nearly everything in life with you is work.

There are all sorts of work in this world, and while it is good democratic doctrine to maintain that all labor is honorable, yet it is true that there isn't much inspiration and that there isn't any opportunity for the imagination in some of it. There are kinds of work into which you cannot put your whole heart. There are other kinds of work into which you can enter with enthusiasm. Let us illustrate this:

Why is the graduate of Yale, or of Harvard, or of some equally good, if less-known institution, so proud of his *Alma Mater*?

A thousand reasons might be given; but after all, isn't the real reason something like this: His college touches his imagination; it begins in perhaps what is almost tradition, and it reaches on into the future. This fact appeals to something in us which is a good deal broader than our own personality; it touches something which is common to the entire race; it enables us in a sense to feel that we have lived before this day and generation, and that in a sense we shall continue to live for generations to come.

There are names in the world that are perfectly familiar wherever business is transacted—the names of great business houses. They stand for everything that is

good, everything that is honorable, everything that is right. The man who can announce that he is connected with one of these institutions has, in a way, the feeling that touches the college graduate. His connection is legal-tender the world over. It is the same with you. Your connection with the Order of Railroad Telegraphers and its Mutual Benefit Department covers not only the plain duties of a citizen and a man, but it quickens your imagination and dignifies all your labor.

You are working for your daily bread, you are striving to take care of your own; but how much it adds to the dignity of your work, how much it adds to life, to know that you are doing vastly more than this!

A certificate in the Mutual Benefit Department is the hostage a man gives to the world for the security of his family. With your assessments all paid up the sense that you have done all in your power to provide for your loved ones during life and even after your death, brings a feeling of keen satisfaction that is worth many times the cost.

The Department is growing rapidly, but the efforts to crowd the limit will never cease while there is a telegrapher in the land oblivious to the benefits to be gained by co-operative effort. If you are not in the Department now is the time to send in your application.

The banks of St. Louis charge exchange on personal checks amounting to fifteen cents each. Remittances must be made by Express Money Order, Postal Money Order, Draft or registered letter.

Gleanings

The number of Buddhists is computed to be 455,000,000.

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The strike of the machinists in New York has been won by the men in eighteen of the shops.

* * *

There have been fifty strikes in Indiana since January 1, every one of which has been won.

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It is calculated that the shareholders of the United Kingdom outnumber the railway employes by about 40,000.

* * *

A Government commission is investigating the horrors of the factory system of Japan with a view to legislation.

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According to official figures Great Britain expends \$90,000,000 a year on the support of the poor. This does not include private charities.

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The directors of the big Consolidated Street Railway Company at Cleveland have decided to pass the regular quarterly dividend because of the strike of its employes.

* * *

The use of the law as the instrument of social injustice and industrial lawlessness is a form of anarchy from which our nation urgently needs redemption.—*Herron*.

* * *

There are 163 labor papers and journals published in this country, beside the numerous "labor pages" and departments which the metropolitan dailies have found it advantageous to provide for their Sunday patrons.

The referendum vote recently taken by the Bricklayers' International Union on the proposition to affiliate with the American Federation of Labor is announced to have carried.

* * *

A court of record in Denver has granted an injunction to the owner of a theatre in that city permitting him to declare war against all union men and enjoining the men from declaring war against him.

* * *

Organized labor has done more in the last twenty-five years to teach the people of these United States the purpose of government, the meaning of justice, liberty and brotherhood, than any other function on earth.

* * *

Though England is deafened with spinning wheels, her people have not clothes; though she is black with the digging of fuel, they die of cold; and though she has sold her soul for grain, they die of hunger.—*Ruskin*.

* * *

The British Unionists are evidently not in love with Chamberlain's scheme of seizing the Transvaal by force, as several of the central bodies and all the labor papers have denounced the contemplated war with Oom Paul.

* * *

"What you need to acquire, oh, workers! is the education that gives you the power to think, to originate that talent to discriminate the true from the false; and, in addition thereto, that ability to organize yourselves, so as to be, or to produce, your own leaders and spokesmen, with the gifts of statesmen and diplomatists."

One thing ought to be aimed at by all men—that the interest of each, individually and collectively, should be the same; for, if each should grasp at his individual interest, all human society will be dissolved.—*Cicero.*

* * *

A project is on foot for a building in Pittsburg which is to be the joint headquarters of all organized labor in that city. The national headquarters that are now there and all local headquarters are to be concentrated, according to the plan.

* * *

When I die I wish but two words written on my tombstone, "Infidel" and "Traitor." Infidel to a church that could be at peace in the presence of sin, traitor to a Government that was a magnificent conspiracy against justice.—*Wendell Phillips.*

* * *

A union labor league was organized at Louisville, Ky., recently. The chief purpose in this organization is to make clear the fact that they will not support for public office any candidate who does not give assurance that he will indorse and support the cause of organized labor.

* * *

It is reported that the New York Central Railway intends to establish an electric-cab service in New York and other large cities along the line; that the Pennsylvania Railroad has been experimenting with a sample vehicle, and that it is possible that these carriages may be substituted for the horse-driven cabs at the stations of the company's system.

* * *

The preacher who can preach to please every hearer; the editor who can write to please every reader; the merchant who can sell goods to please every customer; the lawyer who can speak to please every listener, and the dressmaker who can please every woman, are all dead and wearing wings in heaven. Perfection is not found in humanity.

* * *

A scheme is on foot for developing energy at Niagara Falls to be transmitted at Toronto, Canada, for manufacturing and lighting purposes. The company proposes to develop 100,000 horse power at a plant on

the Canadian side, which will involve an expenditure of from \$2,000,000 to \$3,000,000. The scheme proposes to transmit the power by overhead wires.

* * *

The newly formed Federation of Trade Unions of Great Britain met in London recently, when forty-six delegates were present, representing forty-four unions with a membership of 310,437. The delegates formed the general council and transacted only routine business. By votes headquarters were established in London. The next meeting was fixed for August, 1900. Officers for the year were elected before adjournment.

* * *

Talk about labor unions as you will, and no sane man claims they do not occasionally make mistakes, but it remains a fact that organized labor is one factor which has been able through all the years to keep wages where they are to-day. The tendency of the employers is to hire labor as cheap as possible, to cut wages. Nothing on earth but strong labor unions has ever kept them from having wages down to an European basis.—*Labor Advocate.*

* * *

The industries that enjoy the greatest freedom from disputes and consequent interruptions of work through the strike or the lock-out, are the industries in which both labor and capital are so strongly organized that they can become responsible parties to an agreement regulating wages and hours of labor for a year or more. Such harbingers of "industrial peace" are becoming more frequent every year as employers and employees come to a better recognition of their true position.

* * *

How often do we see in the press that some labor law has been declared unconstitutional, but how seldom do we see or hear of a law protecting capital or the wealth-holders ever being declared unconstitutional. Is this the fault of the law-makers, the Constitution, or those judges who interpret it and the laws, or is it just mere coincidence?

The surest laws and those that protect and advance the workers' interests are those made by trade union enactment.

PERSONAL MENTION

Born.—In Roe, Ark., September 29, to Bro. and Mrs. A. D. Thurston, a fine O. R. T. girl.

Born.—To Bro. and Mrs. H. P. Fripp, of Luray, Kas., a fine O. R. T. girl, on August 25.

Born.—To Bro. and Mrs. R. P. Flynn, Jackson, Tenn., on September 4, a fine O. R. T. girl.

Born.—To Bro. and Mrs. R. S. Gaines, of Sideburn, Va., a fine O. R. T. boy, August 30, 1899. A born operator.

Born.—To Bro. D. R. Burnett and wife, at Prescott, September 1, a ten-pound boy, and Dan wants it understood he is strictly O. R. T. too.

Wanted.—Present address of Bros. J. B. Blackwell, formerly of Hamilton, Ont., and H. B. Fuller, of West Manchester, N. H.

P. D. HAMEL,
Blue Bonnetts, P. Q.

Married.—September 14, Bro. R. D. Ives and Miss Minerva Tuttle, at latter's home on Halsey street, Brooklyn. Bro. Ives is ticket agent and operator for Long Island Railway at Babylon, N. Y. CERT. 83

Married.—Sister Marcia Tarr and Mr. W. Hal Cooley were united in marriage at high noon Wednesday, September 20, 1899, at Manuelito, N. M. A host of friends inside and outside of the mystic circle send congratulations.

Born.—To Bro. and Mrs. J. W. Tucker, of Long Island City, N. Y., on September 12, a ten-pound O. R. T. girl. Mother and baby are doing well. Bro. Tucker is day towerman at Stone House Curve, and enjoys a host of friends, who extend congratulations.

Born.—To Bro. and Mrs. W. L. Abbott, of Hammond, Ind., a ten-pound O. R. T. girl, August 29. Bro. Abbott is the Secretary and Treasurer of Erie System, Division No. 42, and the boys wish him long life and prosperity. J. H. D.

Married.—Bro. Thomas B. Shea, operator Erie R. R., Wadsworth, O., was married September 27 to Miss Margaret T. Doyle, of Wadsworth, O. Your many friends, Tom, wish you and your wife a bright and happy future. CERT. 71.

Died.—Mrs. Estella Sickles Hemphill, wife of Bro. F. A. Hemphill, in Tracey, Cal., Monday morning, September 11, from diphtheria. She was an estimable Christian woman and her death is an irreparable loss. Bro. Hemphill has the sympathy of the telegraph fraternity.

Wanted.—Anyone knowing the present whereabouts or can give any information in regard to Winfield A. Marshall, a telegrapher, last heard from at Union Depot, St. Paul, Minn., will confer a favor on his mother by communicating with Mrs. F. L. Marshall, 2517 J street, Tacoma, Wash.

Married.—Bro. S. D. Campbell and Miss Etta McAlpine were united in marriage at the home of the bride's father, "Walnut Lane," Iona, Ont., September 13, 1899.

Bro. Campbell is one of the most popular operators on the M. C. R. R., and a member of Division 255. The bride is one of Iona's most esteemed young ladies. Division 255 offers congratulations.

Married.—Bro. F. M. Galloway and Miss Fannie O. Cartwright were united in marriage on September 8 at Ogden, Utah. Bro. Galloway is now an active member of Division 149, formerly belonging to Ham-

mond, Ind., Division 16. Miss Cartwright was one of the leading belles of Mt. Vernon, Ind. The happy couple are now at home at Dubois, Idaho. Congratulations.

Bro. G. S. Fleming has resigned the despatchership of the White Pass and Yukon Railway to accept a position with the Canadian Government. He is now located at White Horse Rapids, Yukon Territory, and has the distinction of being nearer the North Pole than any other member in the telegraph service. Bro. and Mrs. Fleming have concluded to pass the winter there and Jack Frost will do the rest.

Mr. Luke J. Crews and Miss Lena R. Welsh were married Monday afternoon at Cedar Creek, by Rev. C. W. Longren," says the *Montrose Enterprise*. Sister Welsh has been telegrapher at Cedar Creek, Colo., for the D. & R. G. Railway for many years, where she has resided with her mother, while Mr. Crews is section foreman there. The happy couple are now at home at Cedar Creek. A host of friends send congratulations.

Married.—At the residence of the bride's mother, Warren, Tex., September 12, 1899, Miss Mattie Salter and Bro. J. B. Spurlock were united in the bonds of holy matrimony. The bride is the pretty and accomplished daughter of Mr. and Mrs. Tom Salter, while the groom is the popular agent of the Southern Pacific at that point. We all join in extending congratulations and wishing their future will ever be as happy as the present.

Married.—At Ft. Scott, Kas., Thursday, September 28, 1899, Bro. J. O. Byrne and Miss Maude Garlinghouse. Bro. O'Byrne is general secretary and treasurer for P. & G. System, Division 5, which position he has held for two terms. He is agent for the K. C., P. & G. at Richards, Mo. Miss Garlinghouse is a beautiful and charming young lady. The happy couple left for an extended Western trip. Will be at home, Richards, Mo., after November 1.

Married.—Bro. F. L. Reynolds and Miss Nellie Olmstead were united in marriage at Ordway, Colo., September 12, by Rev. Bushnell, of Concordia, Kas. Bro. Reynolds is a member of Missouri Pacific Division No. 31, and has a wide acquaintance

among the telegraph fraternity. He is agent for the Missouri Pacific at Galatea, Colo. After the ceremony the happy couple took a trip to Salt Lake City and other Western points. They will be at home after September 25. Congratulations.

Bro. O. S. Clifford, of Division No. 44, New York, a worthy member of the Order, while defending himself severely injured another telegrapher in Queens, N. Y., recently. He is now on trial and with the object of properly defending him the members are asked to contribute 25 cents to create a fund for this purpose, remitting same to Bro. P. H. Enright at 133 Saint Felix street, Brooklyn, N. Y. This is a worthy case. W. V. POWELL,

President.

Bro. I. W. Stearns, of Division 34, died at his home in Manchester, N. H., after an illness of about two weeks with remittent billious fever.

Deceased was thirty years of age and leaves a wife and four children. He was not insured, as his application was not accepted by the Insurance Department.

CARD OF THANKS.

We wish particularly to thank the railroad men, friends and neighbors who so kindly assisted us in our sad bereavement and sickness of our dear husband and brother. Such kindness will not soon be forgotten.

MRS. I. W. STEARNS.

MR. H. A. STEARNS.

Married.—Bro. J. H. Hughes, of Lemont, Ill., and Miss May Keith, of Streator, Ill., were married at Streator, September 7, 1899. The bride is well known and has many friends in and near Streator, and is a sister to Bro. H. C. Keith, agent at Moon, Ill., and George Keith, operator at Romeo, on the Santa Fe.

Bro. Hughes is a member of Division 23. The couple spent a few days in and around Streator, visiting relatives and friends, then left for Lemont with a shower of rice and old shoes following them. Bro. Hughes is operator for the A., T. & S. F. Railway. The couple have gone to housekeeping in a neat and up-to-date little cottage at Lemont. The couple have our best wishes for a happy and prosperous journey through life. F. M. C.

BORN.—To Bro. and Mrs. J. E. Landis, at Wennerdell, Pa., on September 25, a ten-pound O. R. T. boy. Bro. Landis is one of the well-known A. V. Ry. operators.

Bro. Green W. Tillman of St. Joseph, Mo., Division No. 72, has received the nomination for County Clerk of Kearney County, Neb., at the hands of two political parties. Organized labor will recognize in this action a compliment, as Bro. Tillman has been for several years a progressive member of the Order of Railroad Telegraphers. He was an active participant in the famous struggle between the telegraphers and the receivers of the Union Pacific Railroad before Judge Caldwell, where it was amply demonstrated that proper self-respect and firmness on the part of wage earners easily commands recognition. He has been agent for the St. J. and G. I. Ry. at Wilcox, Neb., for eight years past, where his ability, courtesy and fairness have made him popular. He will make a thoroughly efficient County Clerk, and we, therefore, commend his candidacy to the people of Kearney County.

Wanted.—The address of W. I. Wright and E. I. Hitch, supposed to be in Northwest. Will or Telo, if you see this write me at Holcomb, Mo. B. F. CROCKETT, JR.

Wanted.—Present address of Bernard A. Ashley. Last heard from was with Y. & M. V. at Clarksdale, Miss. Anyone knowing his present address will confer a favor by advising L. M. TUDOR, Rawlings, Wyo.

Wanted.—The address of O. M. Graybill. He at one time worked on the Santa Fe, Union Pacific and through the East. Anyone knowing his present address will confer a favor by notifying me.

S. M. GRAYBILL. Norman, O. T.

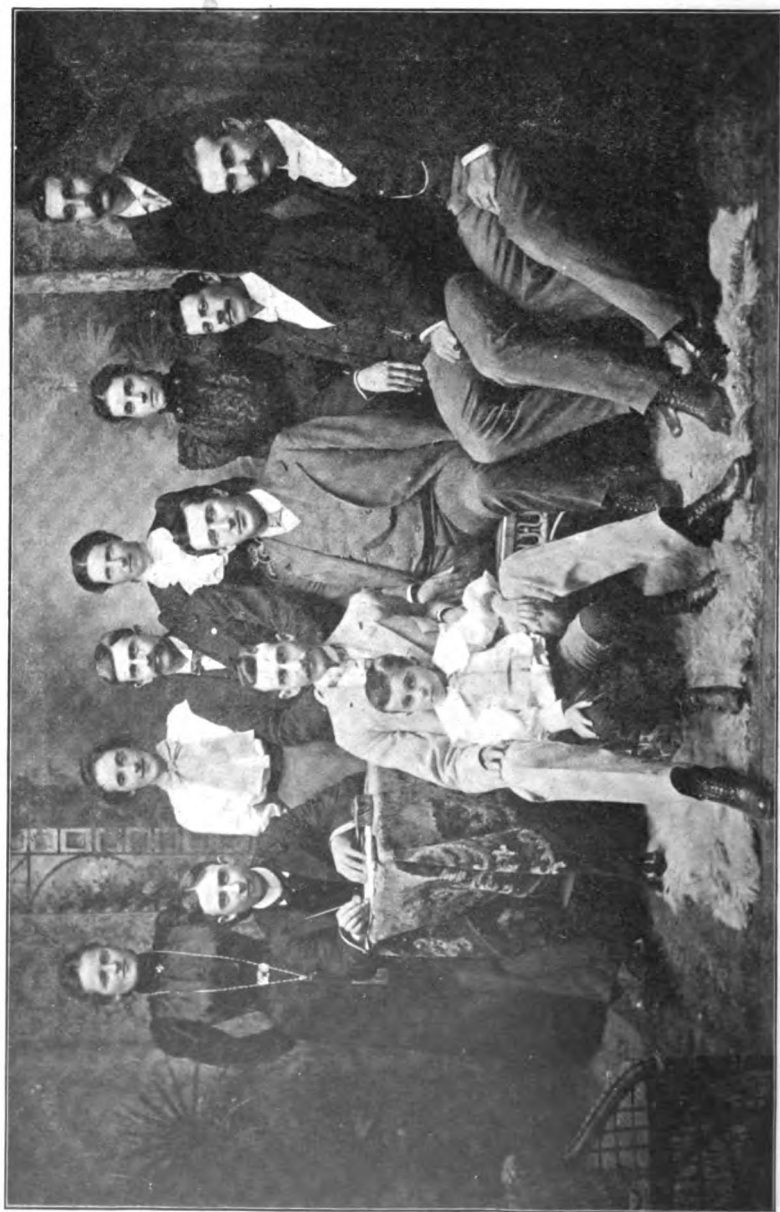
Wanted.—Present address of J. S. Knapp. Member of No. 26, Buffalo Division No. 8. Send to F. A. Hallock, Local S. & T. Div. No. 8, 146 Rhode Island St., Buffalo, N. Y.

Wanted.—The address of Jos. B. Mills. Last heard from was working for the Western Union in Birmingham, Ala. Think he is somewhere in the South now. Joe, if you see this, write me at Vanceburg, Ky.

H. T. MANLOVE.



A SHADY RETREAT BY THE LAKE, PERTLE SPRINGS, MO.



SOME MEMBERS OF GENERAL COMMITTEE N. & W. RY., AND FRIENDS.

Mrs. R. K. Currie.	Mrs. C. E. Layman.	Mrs. J. F. Briant.	Mrs. F. B. Spedden.	E. W. Leasure.
R. K. Currie.	C. E. Layman,	J. F. Briant.	W. H. Kirchler,	H. C. Calloway.
Ass't G. S. & T.	Gen. Chairman.		Ass't Gen. Chairman.	
	F. B. Spedden and Son.			

MISCELLANY

The Southern Pacific Schedule.

AS PREVIOUSLY indicated the telegraphers employed by the Southern Pacific Company on their Pacific system and lines in Oregon, have been for some time past negotiating for a schedule. The rules agreed upon mutually are herewith presented, and the same are worthy of careful consideration by the membership, as there are several innovations. Lack of space forbids publishing the entire wage schedule, as there is a great number of stations of the divisions affected. Part of the wage schedule is shown, making a fair criterion for the balance. The telegraphers on these divisions are to be congratulated upon their happy selection of committeemen, who have throughout the negotiations exhibited conscientious zeal and tactful ability that promises much for their future, both as thorough railroad men and progressive citizens. The company will find that it has not lost anything by being fair, as it is a well known fact that union roads always get the cream of the traffic, and increases of pay for telegraphers and agents always comes back in increased earnings.

Following is part of the schedule:

In Effect September 1, 1899.

The following rules and rates of pay will govern the employees of this Department. When additional telegraph positions are created, compensation will be fixed in conformity with positions of the same class in this schedule.

1.

Employees required to perform telegraph service of any character or duration, also

agents or other employes personally in charge of stations where telegraphers are located, will be considered as "Telegraphers" within the meaning of this schedule, irrespective of title by which designated or character of service performed.

2.

Telegraphers for whom locations are found by filling all positions, the incumbents of which are considered as telegraphers, as defined in Article I, on each system, from telegraphers as shown on seniority list, in regular order, commencing with the senior telegrapher, will be considered as "Regular Telegraphers" within the meaning of this schedule.

3.

Locations of telegraphers for service will be considered as "Stations," within the meaning of this schedule.

4.

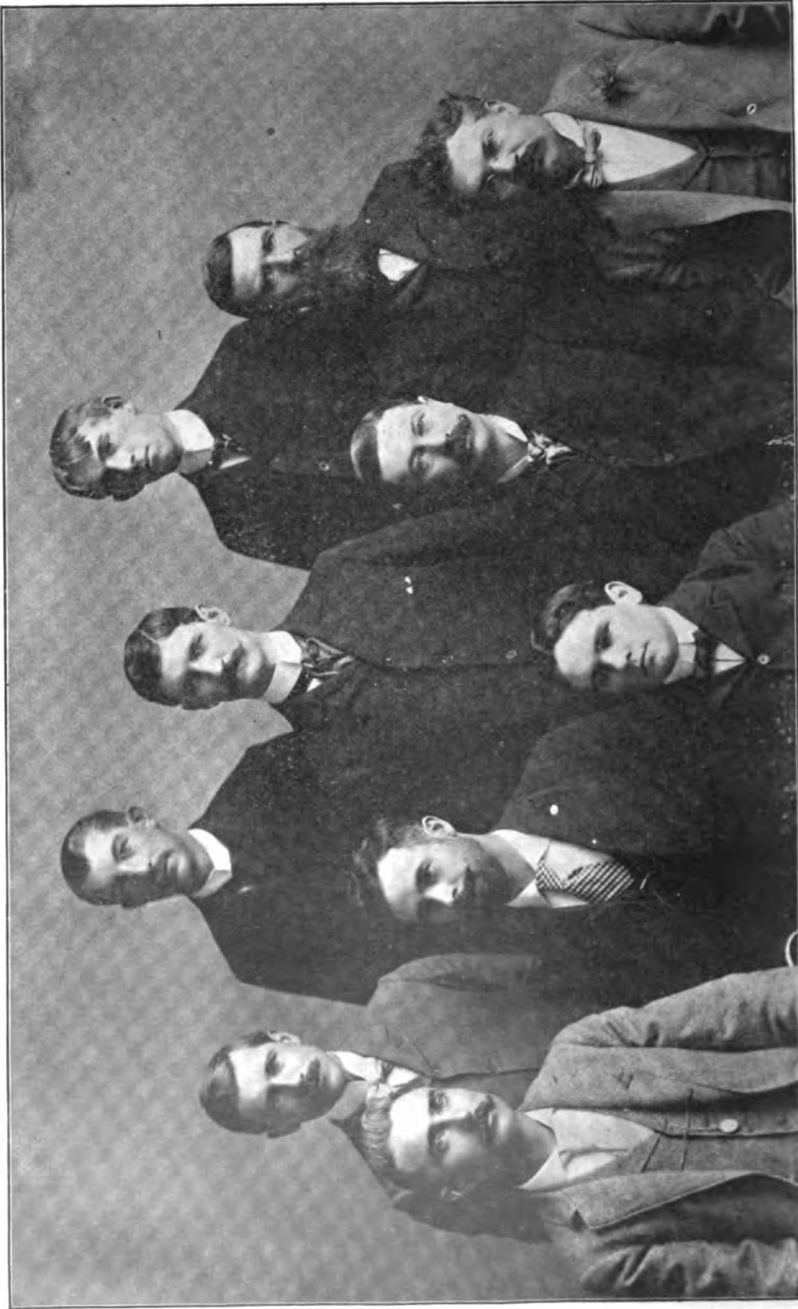
Twelve consecutive hours' service, including one hour for meals, will constitute a day's work for telegraphers at stations where one telegrapher is located, except as specified in Articles 10 and 11.

5.

Twelve consecutive hours' service, including one hour for meals, will constitute a day's work for day telegraphers, and twelve consecutive hours' service will constitute a day's work for night telegraphers at stations where two telegraphers are located, except as specified in Articles 10 and 11.

6.

Ten consecutive hours' service, including one hour for meals, will constitute a day's



GENERAL COMMITTEE SO PAC. CO. (PAC. SYSTEM) AND LINES IN OREGON.

E. B. Pengra.
E. P. Wolever.

R. A. Rogers.
H. A. Meyer.
Gen'l Secretary.

F. A. Hemphill.
J. J. Flaherty.

M. A. Michelson.
Geo. Ester,
Gen'l Chairman.

C. L. Bancroft.
S. A. Wentworth.

work for day telegraphers at stations where three or more telegraphers are located, except as specified in Articles 10 and 11.

7.

Ten consecutive hours' service will constitute a day's work for night telegraphers at stations where three or more telegraphers are located and but one night telegrapher is employed, except as specified in Articles 10 and 11.

8.

Ten consecutive hours' service, including one hour for meals, will constitute a day's work for night telegraphers at stations where three or more telegraphers are located, and two or more night telegraphers are employed, except as specified in Articles 10 and 11.

9.

Eight hours' service will constitute a day's work for telegraphers working split or irregular tricks at any station.

10.

Nine consecutive hours' service will constitute a day's work for all copyists, and ten consecutive hours' service, including one hour for meals, will constitute a day's work for all other telegraphers at dispatching stations.

11.

Eight consecutive hours' service will constitute a day's work for all train dispatchers.

12.

Regular telegraphers will receive one day's pay, within each twenty-four hours, according to location occupied, or to which entitled, if ready for service and not assigned to a location; or if required on duty less than the minimum number of hours as per location.

13.

Telegraphers will not be required to serve express companies for a less rate per cent extra compensation than allowed during the year 1898.

14.

Telegraphers will not be required to serve express companies at stations where the average monthly compensation from said express companies exceeded \$20 during the year 1898, but may do so by special

arrangement with the Manager of the Pacific System, said service to be at telegrapher's option.

15.

Telegraphers serving express companies at stations where the average monthly compensation from said express companies did not exceed \$20 during the year 1898, will hereafter receive from the Southern Pacific Company extra compensation to cover deficits in express commissions to telegraphers, computed on basis of 1898, in case express agency is withdrawn from said stations.

(NOTE—Articles 14 and 15 do not apply to lines in Oregon.)

16.

Telegraphers required to run pumps will receive a minimum extra compensation of \$12 per month for steam pumps, and \$6 per month for gasoline pumps.

17.

Telegraphers summoned to service after regular hours, by call-bell, messenger or otherwise, will receive one hour's pay, as per location, for each call, but not less than fifty cents. If held on duty over sixty minutes, overtime will be allowed thereafter.

18.

Telegraphers required by the company to perform any service outside of regular hours, will receive one hour's pay, as per location, for one hour's service or less, but not less than fifty cents. If held on duty over sixty minutes, overtime will be allowed thereafter.

19.

All extra telegraphers will receive the same salary in relief service as do the telegraphers they relieve.

20.

Telegraphers will be allowed overtime when required to remain on duty longer than the number of hours constituting a day's work, according to location.

21.

The rate of pay for overtime, will be based on the telegrapher's monthly salary, according to location, but will, in no case, be less than twenty-five cents per hour.

22.

Day telegraphers, who are prevented from going to meals between 11:30 a. m.

and 1:30 p. m., will receive overtime for each meal hour missed on account of requirements of the service.

23.

Night telegraphers will receive overtime for each meal hour missed on account of requirements of the service.

24.

In computing overtime, fractions of an hour, less than thirty minutes, will be ignored; fractions of an hour, comprising thirty minutes or over, will be counted as one hour.

25.

Telegraphers will be allowed at least ten consecutive hours' rest, within each twenty-four hours, at stations where there are two telegraphers located, and at least eight consecutive hours' rest, within each twenty-four hours, at stations where one telegrapher is located; excepting in cases of wrecks or wash-outs; the twenty-four hour period to begin at the time service first commences on each date.

26.

Telegraphers will be allowed at least twelve consecutive hours' rest, within each twenty-four hours, at stations where three or more telegraphers are located, except in cases of wrecks or wash-outs, the twenty-four hour period to begin at the time service first commences on each date.

27.

Telegraphers who are allowed only the minimum number of hours' rest, will not be required to take two such minimum periods of rest, or any part thereof, within less time than fourteen or sixteen hours apart, at stations covered by Article 25, nor within less time than twelve hours apart, at stations covered by Article 26.

28.

The company does not desire to overwork any employe, or to require of him impossible duties. Whenever a telegrapher considers himself overtaxed, any complaint to proper officer will be carefully considered, and, if well founded, relief will be granted.

29.

Telegraphers will not be required to wipe, coal, wood, turn, or start fires in

engines, clean coaches, patrol track, shovel snow, or scrub platforms, stations or outside closets.

30.

Telegraphers who are occupying company's buildings, rent free, or who are receiving allowances of fuel, ice or other supplies, without expense to themselves, will not be required to pay for these privileges after the adoption of this schedule.

31.

Telegraphers transferred from one station to another, under orders, or to obtain promotion to which entitled, will receive pay for time lost in transferring, according to location after transfer; also free transportation for themselves, dependent members of their families, and household goods.

32.

Telegraphers will not be required to provide at their own expense, or pay for stationery, postage stamps, or other articles required in the performance of duties assigned them, nor to expend their personal funds for the conduct of the company's business.

33.

Telegraphers will be given specific reasons why they are unsatisfactory to the authorized bond company when their bonds are canceled by said company.

34.

Telegraphers attending court, or detailed on other business for the company, will be allowed regular salary, and legitimate expenses while away from home.

35.

Telegraphers will be notified by proper authority, without delay, when claims for overtime, or for compensation on any other account, are disallowed.

36.

Telegraphers will be regarded as in line of promotion, advancement depending upon faithful discharge of duty and capacity for increased responsibility. Where merit is equal, seniority will have the preference. Telegraphers who have occupied their present stations for two years or more will not be displaced by their seniors in service. Claims for positions under the two-year

clause must be filed within ninety days from the date this schedule becomes effective.

37.

Seniority will date from the time telegraphers last entered actual telegraph service under pay.

38.

The General Chairman of the Board of Adjustment of the Order of Railroad Telegraphers will be furnished official senior-

business, they will be laid off according to the seniority list, taken in inverse order, commencing with the junior extra telegrapher, regular telegraphers moving back to the extra list in the same manner.

41.

Telegraphers who are laid off on account of slack business, will have preference when necessary to employ telegraphers, either on the Pacific System or on the lines in Oregon.



HAULING PEACHES TO STATION, SOUTHWEST MISSOURI.
(Courtesy Missouri Pacific Railway.)

ity lists by the proper authority, showing all telegraphers employed on each system.

39.

Telegraphers transferred from one system to another will rank from date of transfer on seniority list of the system to which transferred, except where two telegraphers may agree to exchange rights, in which case they may, with the approval of the management, transfer with each other, each taking the seniority date of the other.

40.

When necessary to reduce the number of telegraphers, on account of decrease of

42.

No telegrapher will be dismissed from the company's service until he has had a fair and impartial hearing, unless the telegrapher accused waives such hearing. If suspended, pending investigation, such investigation must be held within ten days from date of suspension; if found not guilty as charged, he shall be reinstated and paid for all lost time. In case the employee is dissatisfied with the result of the investigation he shall have the right, without prejudice, to appeal the case to the highest officials of the company, in their

regular order, either in person or by committee. In case of intoxication or insubordination, dismissal will follow in advance of hearing.

43.

Telegraphers required to serve express or commercial telegraph companies, will have the right to complain of unsatisfactory treatment at the hands of said companies, and will receive due consideration from the Southern Pacific Company.

44.

Telegraphers as a body, who consider any telegrapher on the system, where they are located, as being objectionable in conduct, or of a character which would reflect discredit upon telegraphers as a class, may file a complaint thereof, with the proper authority, who will immediately and thoroughly investigate, and act in accordance with the facts developed.

45.

Telegraphers will be allowed such reduction in hours of service, on Sundays, as circumstances will permit; and, when possible, without detriment to the service, will be allowed two Sundays off, monthly, without reduction in pay.

46.

Telegraphers assigned the duty of handling freight will not be required to receive or deliver freight, other than perishable articles or live stock, on Sundays, barring emergencies, when exceptions should be made.

47.

Telegraphers will not be required to teach telegraphy; nor shall telegraphers teach telegraphy, without permission of the Superintendent.

48.

Telegraphers leaving the service will receive clearance cards, stating term of service, capacity in which employed, and whether leaving the service voluntarily or otherwise; if discharged, cause of dismissal will be shown.

49.

Telegraphers securing employment with the company will, within thirty days from date of employment, have returned to them

all service cards, letters of recommendation, and other papers which have been furnished by them for investigation; and said telegraphers will make and forward copies with the originals, said copies to be retained by the company.

50.

Telegraphers will not be discriminated against for serving on Boards of Adjustment, representing telegraphers, and will be relieved and granted leave of absence, without delay, and furnished transportation for such purpose.

51.

It is hereby understood and agreed, by and between the Southern Pacific Company and the General Board of Adjustment of the Order of Railroad Telegraphers, representing the telegraphers employed on the Southern Pacific Company's Pacific System and the lines in Oregon, that the rates and schedules of pay, conditions and terms of employment, service and promotion, herein specified, for telegraphers employed on said systems, will be in effect from and after September 1, 1899; and the Southern Pacific Company, on its part, and the telegraphers aforesaid, on their part, do hereby agree that they will perform their several duties and stipulations provided for in this agreement, for the period of one year, and thereafter until after the expiration of thirty days' written notice, given by either party to the other, requesting a change in the same.

For the Order of Railroad Telegraphers.

GEO. ESTES,

Chairman Gen. Board of Adjustment.

E. F. WOLEVER,

Asst. Chairman Gen. Board of Adjmt.

B. A. MEYER,

Secretary Gen. Board of Adjustment

S. A. WENTWORTH,

F. A. HEMPHILL,

J. J. FLAHERTY,

CLINTON BANCROFT,

M. A. MICHELSON,

R. A. ROGERS,

E. B. PENGRA,

Committee. Gen. Board of Adjustment
O. R. T.

For the Southern Pacific Company,

J. B. DONNER,
Superintendent of Telegraph.

J. A. FILLMORE,
Manager, Pacific System.

R. KOEHLER,
Manager, Lines in Oregon.

APPROVED:

J. KRUTTSCHNITT,
Fourth Vice-President and General Manager, S. P. Co.

SOUTHERN PACIFIC COMPANY.

(Pacific System, Excepting Lines in Oregon.)

Guaranteed minimum salaries per month for telegraphers, exclusive of ticket, express or other commissions, or deductions of any character other than hospital dues and bond premiums.

Minimum salaries not specified below will be as follows:

Train Dispatchers.....	\$140.00
Copyists, Relay and other Telegraphers located in Dispatching Stations	90.00

EXCEPTION TO ARTICLE II.

One Train Dispatcher, Coast Division, 11 consecutive hours per day.

One Train Dispatcher, Los Angeles Division, 10 consecutive hours per day.

General Office, "HN," Manager, \$115.00; telegraphers, \$90.00.

(9 consecutive hours' service, including 30 minutes for meals, to constitute a day's work.)

General Office, "CP," Manager, \$100.00.

(9½ consecutive hours' service, including 30 minutes for meals, to constitute a day's work.)

WESTERN DIVISION.

San Fran. Ferry Ticket Office, Agent, \$125.00; ticket clerk and telegrapher, \$110.00; ticket clerk and telegrapher, \$100.00; ticket clerk and telegrapher, \$85.00; ticket clerk and telegrapher, \$85.00; ticket clerk and telegrapher, \$75.00.

South Vallejo, Agent, \$90.00.

Napa Junction, Agent, \$55.00.

Napa, Agent, \$105.00; assistant, \$65.00.

Yountville, Agent, \$50.00.

Oakville, Agent, \$60.00.

Rutherford, Agent, \$60.00.

Calistoga, Agent, \$100.00.

Cordelia, Agent, \$65.00.

Benicia, Agent, \$92.50; night telegrapher, \$70.00.

Suisun, Agent, \$100.00; assistant, \$65.00; night telegrapher, \$65.00.

Elmira, Agent, \$90.00; night telegrapher, \$65.00.

Batavia, Agent, \$50.00.

Dixon, Agent, \$90.00.

Davis, Agent, \$110.00; assistant, \$60.00; night telegrapher, \$75.00.

Vacaville, Agent, \$90.00; assistant, \$60.00.

Winters, Agent, \$65.00.

Guinda, Agent, \$65.00.

El Verano, Agent, \$58.00.

Kenwood, Agent, \$60.00.

Santa Rosa, Agent, \$110.00; assistant, \$60.00.

Oakland, West, Agent, \$150.00; day telegrapher, \$80.00; 2d day telegrapher, \$70.00; night telegrapher, \$75.00.

Oakland, Market Street, Agent, \$100.00.

Oakland, 1st and Broadway, Agent, \$80.00.

Oakland, East, Agent, \$90.00; day telegrapher, \$60.00; night telegrapher, \$60.00.

Oakland, 16th Street, Agent, \$150.00; ticket clerk and telegrapher, \$85.00; ticket clerk and telegrapher, \$85.00.

Oakland, West (Material Yard), day telegrapher, \$65.00.

Alameda, Agent, \$85.00.

Alameda, Transfer, Agent, \$50.00.

San Leandro, Agent, \$90.00; assistant, \$60.00.

Lorenzo, Agent, \$75.00.

Haywards, Agent, \$85.00; assistant, \$50.00.

Decoto, Agent, \$67.50.

Niles, Agent, \$80.00; assistant, \$65.00.

Warm Springs, Agent, \$63.00.

Milpitas, Agent, \$65.00.

Sunol, Agent, \$65.00.

Pleasanton, Agent, \$80.00.

Livermore, Agent, \$85.00; assistant, \$60.00.

Lathrop, Agent, \$80.00; night telegrapher, \$65.00.

Stockton, day telegrapher, \$90.00; 2d day telegrapher, \$75.00; night telegrapher, \$70.00.

Lodi, Agent, \$90.00; assistant, \$65.00.

Acampo, Agent, \$62.00.
 Galt, Agent, \$60.00; assistant, \$60.00.
 Ione, Agent, \$90.00.
 Elk Grove, Agent, \$55.00.
 Florin, Agent, \$65.00.
 Brighton, Agent, \$60.00.
 Stock Yards, Agent, \$85.00.
 West Berkeley, Agent, \$85.00.
 Stege, Agent, \$65.00.
 San Pablo, Agent, \$65.00; night telegrapher, \$65.00.
 Pinole, Agent, \$70.00.
 Rodeo, Agent, \$57.50.
 Vallejo Junction, Agent, \$65.00; assistant, \$60.00.
 Crockett, Agent, \$90.00.
 Port Costa, Agent, \$125.00; day telegrapher, \$85.00; night telegrapher, \$80.00.
 Martinez, Agent, \$75.00.
 Concord, Agent, \$70.00.
 Walnut Creek, Agent, \$60.00.
 Danville, Agent, \$60.00.
 Avon, Telegrapher, \$75.00.
 Cornwall, Agent, \$57.50; night telegrapher, \$65.00.
 Antioch, Agent, \$70.00.
 Brentwood, Agent, \$65.00; night telegrapher, \$65.00.
 Byron, Agent, \$65.00.
 Bethany, Agent, \$60.00.
 Tracy, T. M. and Agent, \$125.00; assistant, \$75.00; day telegrapher, \$85.00; night telegrapher, \$80.00.
 Westley, Agent, \$62.00; night telegrapher, \$65.00.
 Crow's Landing, Agent, \$57.00.
 Newman, Agent, \$75.00; night telegrapher, \$65.00.
 Volta, Agent, \$60.00.
 Los Banos, Agent, \$80.00; night telegrapher, \$65.00.
 Dos Palos, Agent, \$65.00.
 Firebaughs, Agent, \$65.00; night telegrapher, \$65.00.
 Mendota, T. M. and Agent, \$115.00; day telegrapher, \$80.00; night telegrapher, \$85.00.
 Ripon, Agent, \$60.00.
 Modesto, Agent, \$100.00.
 Turlock, Agent, \$61.00.
 Livingston, Agent, \$60.00.
 Merced, Agent, \$100.00; ticket clerk and telegrapher, \$90.00; night telegrapher, \$65.00.

Minturn, Agent, \$65.00.
 Berenda, Agent, \$60.00.
 Raymond, Agent, \$53.00.
 Madera, Agent, \$75.00.
 Milton, Agent, \$95.00.
 Peters, Agent, \$55.00.
 Farmington, Agent, \$70.00.
 Oakdale, Agent, \$110.00; day telegrapher, \$60.00.
 Waterford, Agent, \$62.50.
 Hickman, Agent, \$63.00.
 Montpelier, Agent, \$62.50.

The following rulings have been made in regard to the foregoing schedule:

1.

Telegraphers will be allowed ninety days from the date this schedule becomes effective in which to make claims for positions under the seniority clause (Article 36); but telegraphers who have held their present positions for two years or more from the date this schedule becomes effective will not be displaced by their seniors in service. After the expiration of the said ninety days the operation of the two-year clause will be suspended, and telegraphers located in positions for which no claims have been filed, will be considered as the regular appointees thereof, unless in relief service.

2.

Telegraphers will be notified when vacancies occur, and may file claims for the same within sixty days from date shown on circular of notification furnished by the company. At the expiration of said period permanent appointment will be made.

3.

Seniority rights will be universal on the Pacific system and lines in Oregon, but will not be interchanged between those systems except in the manner provided for in Article 39; for example, an agency becoming vacant on the Western Division may be filled by a telegrapher selected from the Salt Lake, Tucson, or any other division on the Pacific system, and vice versa, but not from the lines in Oregon, except as provided for in Article 39.

4.

The claims of any telegrapher for promotion, whether he has previously filled the position of agent or not, will be considered.

Seniority and ability to fill the position claimed will determine the selection.

5.

The company, through the proper officials, will determine the fitness of telegraphers to fill all positions in that department; but any telegrapher, feeling himself aggrieved on account of such decision, will have the right of appeal, personally, or through the O. R. T., to higher officials in regular order.

6.

Telegraphers will not be required to accept promotion when a vacancy occurs; and

8.

Unhealthy locations, lack of conveniences, such as school privileges, etc., will be taken cognizance of in locating telegraphers, but only when this may be done without infringing upon the rights of their seniors in service.

9.

Telegraphers who have left the service voluntarily, or otherwise, when re-employed, will rank from the last date of employment; but nothing in this ruling will be construed as abrogating the rights of



PEACH PICKERS ON FRUIT FARM, NORTHWEST ARKANSAS.
(Courtesy Missouri Pacific Railway.)

will forfeit their rights to the same, by failure to file claims within sixty days, as provided in these rulings, excepting that when the same position becomes vacant again, their rights thereto are not debarred by this ruling.

7.

Telegraphers declining to accept promotion, in any instance, do not forfeit rights to any other position they may be entitled to under seniority when a vacancy occurs.

telegraphers reinstated at any time after discharge.

10.

When a certain number of hours constituting a day's work is specially provided for in this schedule, differing from the standard day, for instance, "HN," "CP" and other stations, overtime will be allowed for additional service, as provided for in the schedule.

II.

If telegraphers located at "HN" or "CP" stations are required to work over two hours on Sundays, they will be allowed overtime as provided for in the schedule.

For the Order of Railroad Telegraphers,
GEO. ESTES,
Chairman, General Board of Adjustment,
O. R. T.

B. A. MEYER,
Secretary, General Board of Adjustment,
O. R. T.

For the Southern Pacific Company,
J. A. FILLMORE,
Manager, Pacific System.
R. KOEHLER,
Manager, Lines in Oregon.

APPROVED:

J. KRUTTSCHNITT,
Fourth Vice-President and General Manager.

The L., E. & St. L. Schedule.

THE General Committee of the Louisville, Evansville & St. Paul Railroad has been in consultation with the officials for some time past and a schedule has been agreed upon that favorably affects the membership on that system. The committee, consisting of Bro. C. J. Farley, E. P. Roach, N. Shaw and J. W. March, were treated very courteously by the officials. The members visited Mr. W. P. Larcey, Trainmaster; Mr. W. K. Morley, Superintendent of Transportation and Telegraph, and Mr. G. T. Jarvis, Receiver and General Manager, during the course of negotiations, and the best of good feeling prevailed throughout. Following is the gist of the agreement, with the salary schedule omitted on account of lack of space:

LOUISVILLE, EVANSVILLE & ST.
LOUIS CONSOLIDATED
RAILROAD.

GEORGE T. JARVIS, Receiver.

The following rules and rates of pay will govern the employes of the Telegraph Department of above named company. When additional telegraph positions are created compensation will be fixed in conformity

with positions of the same class in this schedule; the Superintendent to decide the class.

ARTICLE 1.

Any employe performing the duties of a telegrapher by order of the Superintendent, whether termed agent, assistant agent or otherwise, will be considered a telegrapher and perform such duties as may be assigned to him by the Superintendent.

ARTICLE 2.

No telegrapher shall be dismissed from the company's service until he has had a fair and impartial trial, unless the telegrapher accused waives such trial. If suspended, pending investigation, such investigation shall take place within a reasonable time. If not found guilty as accused, he shall be reinstated and paid for all time lost. He shall have the right without prejudice to appeal the case to the higher officials of the company, in their regular order. Having personally exhausted all means in his power, he may then place his case in the hands of a committee of telegraphers, who are employes of this company, who may, if they consider an injustice has been done, take the case before the company officials. In case of intoxication or insubordination, dismissal shall follow without hearing.

ARTICLE 3.

All employes in the telegraph service will be regarded as in line of promotion, advancement depending upon faithful discharge of duty, loyalty to the interests of the company and capability for increased responsibility. The Superintendent shall decide.

ARTICLE 4.

At offices where only one telegrapher is employed twelve consecutive hours will constitute a day's work, including meal hours. At offices where two telegraphers are employed, twelve consecutive hours, including meal hours, will constitute a day's work for day telegraphers, and twelve consecutive hours for night telegraphers, except as provided in Article No. 7.

ARTICLE 5.

Overtime will be paid for at the rate of seventeen (17) cents per hour. In comput-

ing overtime, less than thirty-five (35) minutes will not be counted. Thirty-five (35) minutes and less than sixty (60) minutes will be counted one hour.

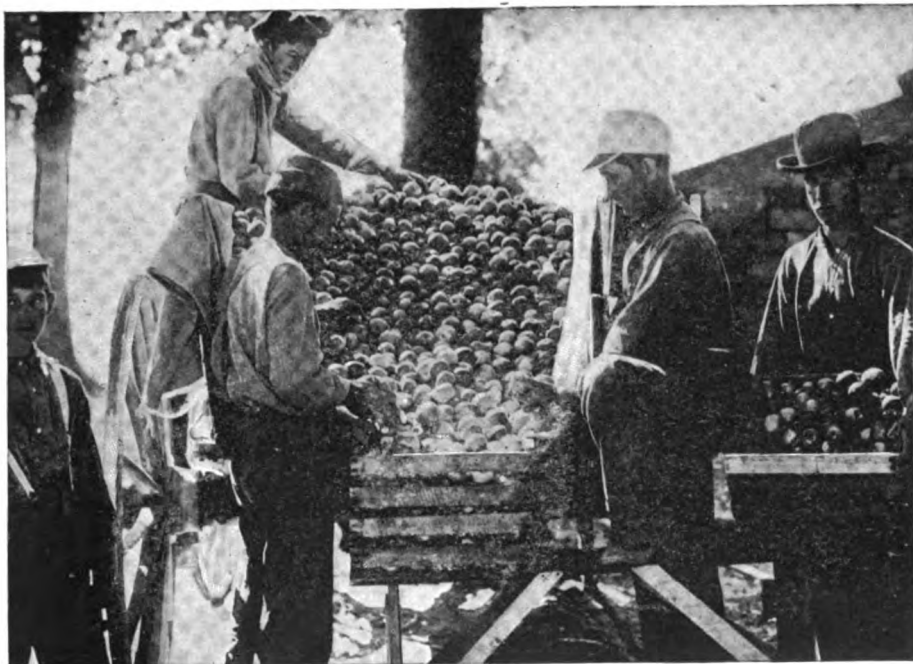
ARTICLE 6.

Telegraphers at stations where there is no night office, if called after office hours by train men, will receive thirty (30) cents for the call. If kept more than sixty (60) minutes they will receive seventeen (17) cents per hour overtime thereafter, as per Article 5. This article refers to occasions where telegraphers are called out by trains

Article 5, to commence at nine-thirty (9:30) p. m. At the expiration of twelve consecutive hours (including meal hours) work, a telegrapher shall be considered off duty (except as to meeting trains as noted above), unless held on duty by the dispatcher, in which case overtime will commence at the expiration of said twelve hours, and be paid in accordance with Article 5.

ARTICLE 8.

Telegraphers regularly assigned to meet a regular scheduled train between the hours



SORTING APPLES FOR SHIPMENT TO MARKET, NEAR OZARK, ARK.
(Courtesy Missouri Pacific Railway.)

for orders, and similar extraordinary circumstances.

ARTICLE 7.

Telegraphers who are station agents will meet in accordance with the rules of the company, all regular passenger and way-freight trains scheduled to arrive at their stations between five-thirty (5:30) a. m. and nine-thirty (9:30) p. m., without overtime. If in order to meet said train he is detained after nine-thirty (9:30) p. m. overtime shall be paid in accordance with

of nine-thirty (9:30) p. m., and five-thirty (5:30) a. m., shall receive thirty (30) cents for meeting said train, and if delayed longer than one hour, shall receive overtime thereafter as per Article 5.

ARTICLE 9.

Telegraphers attending Court for the Company, and telegraphers who are assigned to regular offices, when working at washouts, wrecks or other temporary offices, will be allowed their regular salary and one dollar (\$1.00) per day for ex-

penses, while away from home, but must use due promptness in returning to their assigned office after being relieved as Court witnesses or at temporary offices.

ARTICLE 10.

When a telegrapher is permanently assigned, if transferred by order of the proper official, he shall receive free transportation for himself and immediate family, and half-rate on his household goods.

ARTICLE 11.

Telegraphers securing employment with this company shall deposit their service cards and letters with the Superintendent, to be retained by him until said services are terminated. Telegraphers leaving the service of the company will have all letters and service cards deposited with the Superintendent returned to them, and will also be provided with service card or letter from the Superintendent of this company, showing record of their service. Telegraphers employed by this company thirty days or less, will not be given a letter. A telegrapher employed by this company shall be considered as on probation for thirty days from date of employment. If discharged within that time, Article 2 shall not apply to his case.

ARTICLE 12.

Telegraphers will not be discriminated against for serving on board of adjustment, or representing the telegraph employes, and will be relieved without unnecessary delay, and furnished transportation for such purpose.

ARTICLE 13.

At offices where telegraphers are employed in addition to the agent and are required to perform other than telegraph duties such duties shall be defined by the agent.

ARTICLE 14.

Day telegraphers will be allowed one (1) hour for meals, when practicable.

ARTICLE 15.

No telegrapher will be required to teach telegraphy, but with the Superintendent's permission he may do so. No more than six (6) students will be allowed on the entire system at any one time.

ARTICLE 16.

Overtime will not be allowed unless overtime tickets are mailed to the Superintendent or Train Master within twenty-four (24) hours after such services have been performed. If for any reason claim for overtime is not allowed, the telegrapher will be so notified in writing within ten (10) days, setting forth the reason why. Blanks for overtime tickets to be furnished by the company.

The Louisville, Evansville & St. Louis Consolidated Railroad, George T. Jarvis, Receiver, on its part, and the telegraphers represented by the undersigned committee on their part, do hereby agree that they will perform their several duties and stipulations provided for in this agreement, until sixty (60) days' notice has been given by either party to the other, requesting a change in the same. This agreement to take effect November 1st, 1899.

Unions Have a Mission.

Labor unions have a mission. They are one earth to do good for all who wish to be benefited. The trades union constantly struggles for the welfare of its members. Despite the antagonism of enemies and indifference of laggards, labor unions are successful. There are no other organizations in existence that have for their sole object the improvement of the conditions of the workingman. They are the only instruments by which wages can be kept at a figure that is any way near what workmen should be paid, and they are the only means by which the employe can secure the attention and just dealings of the employer. By himself alone the worker can do little to influence the corporation or capitalist to deal justly with him, but when he is united with others in a good union he has the aid and encouragement of all organized workmen and is in a position to compel the payment of just and equitable wages for his work.—*Exchange*.

"I never could believe that Providence had sent a few men into the world, ready booted and spurred to ride, and millions ready saddled and bridled to be ridden."
—*Richard Rumbold, on the scaffold, 1685.*

A Texas Labor Law.

IT HARDLY seems necessary that laws should be enacted to insure to working people the right to belong to a labor union, because to deny that right would be an interference with general liberty likely to cause serious trouble. That the legislatures of the various States find it necessary to make such enactments testifies to the increased activity of the wage earner and also the growing rapacity of the cor-

por, labor, manual or mental, or both, to associate themselves together and form trades unions and other organizations for the purpose of protecting themselves in their personal work, personal labor and personal service, in their respective pursuits and employments.

SEC. 2. And it shall not be held unlawful for any member or members of such trades union or other organization or association, or any other person, to induce or attempt to



BREAKFAST IN A HUNTERS' CAMP, NEAR HOT SPRINGS, ARK.
(Courtesy Missouri Pacific Railway.)

porations and other large employers of labor.

At the last session of the Texas Legislature the following law was enacted, which, if it suits the ideas of the courts, will at least emphasize rights that the people have always had and never forfeited:

Be it enacted by the Legislature of the State of Texas:

SECTION 1. That from and after the passage of this act it shall be lawful for any and all persons engaged in any kind of work

induce by peaceable and lawful means, any person to accept any particular employment, or quit or relinquish any particular employment, in which such person may then be engaged or to enter any pursuit, or refuse to enter any pursuit, or quit, or relinquish any pursuit in which such persons may then be engaged; provided, he shall not go upon the premises of another.

SEC. 3. But the foregoing sections shall not be held to apply to any combination or combinations, association or associations, of capital, or capital and persons, natural or

artificial, formed for the purpose of limiting the production or consumption of labor's products, or for any other purpose in restraint of trade; provided that nothing herein contained shall be held to interfere with the terms and conditions of private contract, with regard to the time of service, or other stipulations between employers and employees; provided further, that nothing herein contained shall be construed to repeal, affect or diminish the force and effect of any statute now existing on the subject of trusts, conspiracies against trade, pools and monopolies.

SEC. 4. Whereas, it is essential and desirable that this bill go into effect at the earliest practicable moment, therefore an emergency and an imperative public necessity exists, requiring the suspension of the constitutional rule requiring such bills to be read on three several days, and said rule is so suspended, and this act shall take effect and be in force from and after its passage, and it is so enacted.

A Triumph of Wireless Telegraphy.

THE UPSHOT of this year's British naval manoeuvres is that while the weather spoiled a good part of the main programme, an auxiliary appliance, wireless telegraphy, came to the front and carried off a large share of the honors.

In the plan, as we recently noted, a convoy of British grain ships was crossing the Atlantic, and was to wait at a preconcerted rendezvous for a British squadron (B) to go out from Milford Haven and protect it; but meanwhile a hostile squadron (A) went out earlier from Belfast, supposed to be hostile territory, in order to discover its whereabouts and capture it.

From the fact that Vice-Admiral Rawson, with fleet A, received a start of nineteen hours, and had the faster fleet at that, it is evident that the Admiralty desired that he should have an excellent opportunity of finding the convoy; for even then, Vice-Admiral Domville, with fleet B, since he knew the place of the rendezvous, which was 350 miles due west of Bantry Bay, would have an equally fair chance of intercepting A on its way back to Belfast, burdened by the slow convoy. B, too, was superior in battleship

strength, so that if A could have captured the convoy, there might have been exciting subsequent manoeuvres. But a forty hours' fog, by preventing A from getting the full use of his scouts more than overbalanced the nineteen hours' start. A could not find the convoy in the fog, and B, though slower, and starting later, reached the rendezvous unmolested, and escorted the convoy safely to Milford.

But while the fog made the conditions unexpectedly one-sided, a great triumph was won by wireless telegraphy. Three vessels of fleet B, the *Europa*, the flagship *Alexandra* and the *Juno*, on which was Signor Marconi himself, were fitted up with wireless telegraph apparatus. The cruiser *Europa*, which had been sent ahead, telegraphed to the *Juno* that she had sighted the convoy and was on her way back to the Admiral with the news. The *Juno* thereupon herself turned back, and when thirty miles from the *Alexandra* repeated the message of the latter. At that time the flagship, says the account, was about 30 miles from the *Juno*, 55 miles from the *Europa* and 86 from the convoy. Four hours later the fleet and the convoy met, having meanwhile been moving towards each other, the former at 12 knots and the latter at nine. This was the great service of the wireless telegraph, but there were minor services no less successfully performed, and the triumph was the greater as the apparatus was somewhat temporary.

In general the Admiralty is pleased, no doubt, with the result of the manoeuvres, since although the conditions proved more unequal than was intended, the British fleet did its work well, and saved its grain convoy. Again, B's auxiliaries were destroyers, while A's were torpedo boats, and some of the accounts indicate that the former were the more successful. But, after all, the man whose fame was most enhanced was Marconi.—*N. Y. Sun*.

Labor's Best Weapon.

JOHN N. BOGERT, labor editor of the *New York Evening Journal*, in an essay on the subject of union labels, gives the following reasons why the entire community should unite in promoting the union label:

Because it supersedes the strike, the lock-out and the destructive boycott; it is the outward manifestations of harmony between employer and workman, binding both parties to maintain their friendly relations and the continued approval and patronage of a discriminating public.

Because it condemns child labor and humanizes factory life.

Because it minimizes convict competition with free honest labor.

Because it wipes out the tenement and sweatshop systems of production.

Because it shortens the workday and gives the toiler time to read and think and cultivate the social sides of life.

Because it guarantees a living wage and rational conditions of employment.

Because it will some day free the white slaves in our northern mills, such as those who toil day and night and Sundays, too, in the Glens Falls paper works, two phalanxes working every hour in the 24, one force putting in 11 hours by the day, the other 13 hours at night, with no time off for meals, snatching their lunch betimes while tending the machine—all for a shilling an hour, and without extra pay for nights or Sundays. Because it warns us all to shun the bargain counter, which make the cheap thing dear when woven with virtue, sweat and blood of womankind.

Because it stands for quality and honest workmanship.

Because it is not a weapon for industrial war, but an olive branch held out to bind the brotherhood of man.

A World-Old Story.

AN EPIDEMIC of strikes is sweeping over America. It is the old story—the eruption of industrial unrest, the blind cry of the people for social justice, says Edwin Markham in the *New York Journal*. It is the immemorial cry of the workman for his rights—the cry for bread and rest. It reverberates again and again down the long corridors of history. The toiler has never had justice; he has always been cheated, plundered, profaned, distorted in body, and stunted in mind.

In France the man with the hoe began his "slant-browed" career before Charlemagne was. The "Franks," after Cæsar, began to be held as slaves. The feudal system organized rural oppression, seignorial license. France from the first was behind even mediaeval Europe in this direction. It was slower to develop the towns and burghers. When Italy saw the dawn of the renaissance, the cities of France had no vital existence. Provence, in the South, had in it the poesy of the Mediterranean region, the troubadour note of Italy. Brittany, on the North, had the rude nobility of nature—the voice of the sea. Her people were rude and free. But France, as a whole, was a warring congerie of feudatories, and her people, especially the men of the soil, were savagely oppressed. The beasts revolt; so did the peasantry. In the middle of the fourteenth century came the Jacquerie. Great wars had devastated the country. King John was a prisoner in England. Paris (1352) was awakening and trying to be a free city. Etienne Marcel, provost of the trades, led the movement. And so came the Jacquerie, the peasant war. Terrible scenes now rushed into the drama of history—castles burned, fields withered away, villages disappeared. Gross indignities were thrust upon the women of the land. The "hoe man," the degenerate laborer, became a savage, but after a time he was suppressed with the iron hand of authority. Soon after this barbaric crisis the Friar Ball and Watt Tyler rebellions swept over England.

This was the end of one savage cycle. Now, in the latter part of the seventeenth century the well known Arthur Young traveled over France. He describes the peasants in vivid words. He saw them "crawling over the earth's surface like great dung beetles."

In the revolution that soon came hurrying on the peasants of central France were ferocious Jacobins. In the Napoleonic wars they were the chief stay of the conquering armies. President Loubet, by the way, is the son of peasants from the very heart of the Jacquerie revolt and the Jacobin spoilers of Chaleaux. Truly—

Time brings its sweet revenges.

This is a brief glimpse into the historic vista.

There seems to be a cyclic movement in the unrest of the toilers. Is a cycle of unrest upon us? Let us question ourselves. Is America being Europeanized? Are we building up an industrial plutocracy? Are we shaping a new feudalism—an industrial feudalism—which will press the life out of the worker and be dead to all thought of his social well being?

For one thing, American plutocracy has called in the Hungarian hordes to cheapen the labor of the coal mines. We have also opened wide the Ghetto's gates. Now millionaire America is building the Dantesque terror of a new Ghetto on our shores—the dread hell of the sweatshop.

In the spirit of greed we are using the vast material forces that spring out of labor-saving machinery and the organization of industry. Our millionaire coal mine owners, railroad builders and coke burners have raked the "slant browed" lands of Europe for hirelings. The greed of profit mongering has called them here in swarms—Bohemians, Finns, Slavonians, Neapolitans, Sicilians. The list stretches out to the crack of doom. Many of these are "hoe men" in the making. Some of them are already "brothers to the ox." Not content with the negro, we call these hordes into our beloved land to hinder the growth of democratic and social justice.

In the trust we have built up a new engine for the oppression of labor, for the trust is on the side of business what the machine is on the side of production—a labor-saving device. Trust making reduces the quantity of labor without furnishing employment for the displaced workmen. Where an oil company once sent out a solicitor the Standard Oil trust now sends out a postal card.

These are two or three of the things that make it hard to give work to our own people, and hard to keep up the scale of wages. What wonder that the man with the motor feels the general unrest. He feels the pressure that shaped of old the "hoe man" of France. There is no time in his life for the nobler things—no time for rest, for study, for aspiration. It is thought that shapes a man.

When the motormen ask for less time and more pay, the reason and conscience of the world are with them. But I have little faith

in the tactics of the strike as a corrector of industrial injustice. There is but one cure for it—government ownership, co-operative industry. I know not the form of the better order that is coming, but the fraternal principle must be at the heart of it. Till that new day comes we are but wanderers in the wilderness. Till then there is nothing for us but the immemorial tragedy for labor. The old tragedy known to the brick-makers of Egypt is the same one that is enacted by the workworn builders of London.

Yes, the world is locked in a system of social injustice. It is no one man's fault. But it is every man's business to help set it right. Any man who persists in strengthening and making permanent that social injustice, that man is dangerous to the public safety.

I feel that we are to enact on this continent a great page in the historic drama. It will be the achievement of industrial freedom. This will be an event greater than was the achievement of political freedom. But what will this greater freedom mean to man? It will mean the effacement of the barriers that interpose between the common man and the achievement of the common destiny. There is no true liberty for the individual except as it is found in the law that insures the well being and the common freedom of all.

We have license, but man seeks liberty. License is the basis of plutocracy in all lands. It must be destroyed. License to make war upon the rights of all is but the license to beget crime and to dandle anarchy upon the knees.

But license is doomed. This is a certainty, for it is true that the competitive system is inherently mortal. By its own inexorable law the hour of its supreme triumph must also be the hour of its ruin. This is the meaning of the gigantic trusts.

How to build and to rebuild perpetually the fabric of the public safety—this is the wisdom that is of the highest worth. And never before in the history of the world were there so many minds engaged upon the problem. Even the artisans of the country carry it in their hearts. And many of them have a knowledge of it more accurate than that possessed by the lawmakers of the nation. And it is strangely true, too, that

while many of these toilers are shy of the church, they are working right in the direction of Christ's work of public and organic righteousness. They are in the stream of sympathies; they are following in the trail of Christ to institute the uplift from below—to base the wealth and beauty of earth not, as now, on destitutions, robberies and shames, but on the common fellowship and sympathy and honor between man and man.

Yes, the republic is moving on toward a practical fraternity. This is the drift of

My beloved America will have the wisdom and the power to solve the problems of democracy. Slowly the new republic will loom upward through the old. A great day is waiting to descend, a great day of God, in which we will not use men to make money, but will use money to make men.

Meanwhile every patriot should find his work in whatever tends to put down class hatred—in whatever tends to spread the sentiment of justice and brotherhood among the people.



HUNTERS' CAMP IN THE OZARK MOUNTAINS, NEAR HOT SPRINGS, ARK.
(Courtesy Missouri Pacific Railway.)

events; this is the logic of history. This is also the mandate of religion. My relation with my brother measures my relation to God. Was it not said by the wisdom of old, "Inasmuch as ye did it not unto the least of these my brethren ye did it not unto me?"

"Am I, then, my brother's keeper?" * * * A voice answers from eternity, "Thou art, and as thou keepest him, so shall God keep thee!"

There are many impediments to the social advance, and many hearts despair. But there is always springing up through my heart a large, luminous and prophetic hope.

Old Time Telegraph Facts.

WE glean from the columns of *Shaffner's Telegraph Companion* published in 1854 and 1855 in the interest of the science and art of the Morse American Telegraph, by Tal. P. Shaffner, of New York, Secretary of the American Telegraph Confederation, much that will be read with profound interest. The 720 pages are filled with interesting facts and information, and a casual reader would naturally conclude after reading the contents that there were many eminent gentlemen identified with the tele-

graph in its early days who fairly accurately predicted its importance and its future development. Submarine cables, wireless telegraphy and the girdling of the earth with telegraph wires are all mentioned as possibilities of the future.

M. F. Maury, Lieutenant U. S. Navy, reported to the Secretary of the Navy, Hon. J. C. Dobbin, on the condition of the bottom of the Atlantic Ocean between Newfoundland and Ireland. He declared it could not be better arranged for submarine cables. The lieutenant added: "But whether it would be better to lay the wires from Newfoundland to Labrador is not now the question; nor do I pretend to consider the question as to the possibility of finding a time calm enough, the sea smooth enough, a wire long enough, a ship big enough to lay a coil of wire 1,600 miles in length; though I have no fear but that the enterprise and ingenuity of the age, whenever called on with these problems, will be ready with a satisfactory and practical solution of them."

In the April, 1854, issue of the *Shaffner's Telegraph Companion* the announcement is made that there are three submarine cables connecting England with the Continent:

1. The cable crossing the channel from Dover, England, to Calais, France.
2. The cable crossing from Dover, England, to Ostend, Belgium; and
3. The cable crossing from Harwich, England, to The Hague, in Holland.

There is also a cable crossing from Port Patrick, Scotland, across the Irish Channel to Donaghadee, Ireland.

The Electric Telegraph Company was the earliest and oldest telegraph company in England, and, we presume, the first in Europe. It was established in 1846. The enterprising president of the company soon had a network of wires covering the entire kingdom.

In 1854 the mileage of telegraph wires in the United States was as follows:

	Miles.
Morse line wires.....	36,972
House line wires.....	3,850
Bain line wires.....	570

The capital invested in the companies was:

Morse line capital.....	\$5,545,800
House line capital.....	955,000
Bain line capital.....	171,000

Just ten years previous Morse was constructing his experimental line between Washington and Baltimore.

The same issue editorially states: "The United States Supreme Court has determined the claims as to priority of invention in favor of Morse and in a manner to allow of no controversy in future. Morse's claims have been assailed in the most unwarrantable manner. There were those who felt jealous of his pre-eminent renown, and, ambitious for the commendation themselves, were zealous in their efforts to deface that escutcheon upon which the name of Morse was written with golden capitals, as a benefactor of his fellow men, unrivaled in splendor of inventive genius. Others, again, who sought to gather the golden grain for their own weal, disregarded all principles of honor in assailing the rights of him to whom unceasing gratitude should have been bestowed for their elevation among men."

Morse was the inventor of the telegraph. The solemn decree of the Supreme Court awards to him that honor. The award was the unanimous opinion of the entire bench.

The Morse telegraph was the first in the world.

Morse invented his recording telegraph in October, 1832.

In November, 1835, he had it in practical working order in the building of the New York University, witnessed by the people.

In the spring of 1837 his combined circuits were in operation.

Early in the summer of 1837 it was worked on a longer wire and fully demonstrated to the public.

In October, 1837, he filed his caveat.

In October, 1838, he obtained the French patent.

In 1840 he was granted his American patent.

In 1844, and on the 27th day of May, the line from Baltimore to Washington was put in operation successfully. It was to the lot of the amiable and interesting Miss An-

nie Ellsworth to send the first dispatch, viz.: "What hath God wrought?"

Among the items of interest in the same volume we reproduce the following:

"In California the telegraph lines use a gum insulator. In dry seasons it works well, and in wet seasons it does not."

"Passing over the railroad from Washington to Baltimore a few days since we observed that there were two wires on the House line poles, and that in Washington there were five wires. Will friend Talcott (A. B. Talcott, still a resident of Washington) inform us where the extra wires extend?"

"The Morse Company has five wires from New York to Albany and Buffalo."

"The first subscribers for stock in the Morse American Telegraph were Messrs. Corcoran and Riggs, of Washington, D. C., for \$1,000. This subscription influenced others, and induced the people to examine into the practicability of the telegraph."

"We understand from Mr. Charles F. Wood (now of Boston, Mass.), superintendent, that the line from New York to Boston is in splendid order and the company is making money."

"The number of telegraph offices in America (1854) is 1,186."—*The Telegraph Age*.

Trades Unions and Politics.

BECAUSE unions do not declare themselves in favor of this or that political party it is not to be inferred that they take no interest in politics. The members usually take just enough interest in politics to be partisans with divergent opinions and succeed in killing one another's ballots. The level-headed working people are staying at home on election day waiting for education to have its legitimate effect on the masses, well-knowing that its beneficent influences will some day disperse partisan foolishness. The attitude of the American Federation of Labor on the above question is to be commended for its breadth and liberality. At their Kansas City convention the following declaration was carried with but one dissenting vote:

"We heartily recommend the cordial acceptance of all assistance that may be

given the trade union movement by all reform forces, the Socialist political party included. The hope and aspiration of the trade unionist is closely akin to that expressed by the Socialist; that the burden of toil may be made lighter, that men shall possess larger liberty, that the future shall be better than the past; may properly be the ideals of those of all movements who really desire labor emancipation.

"We appreciate, however, that men, because of different environments through life, must of necessity reach conclusions, if not as to the ends to be attained, certainly so as to roads to be traveled to the goal desired.

"We affirm the trade union movement to be the legitimate channel through which the wage-earners of America should seek present amelioration and future emancipation. We hold that the trade unions of America, as comprised in the American Federation of Labor, do not now and never have declared against the discussion of economic and political questions in the meetings of their respective unions.

"We are committed against the endorsement of, or introduction of, partisan politics, religious differences, or race prejudice. We hold it to be the duty of trade unionists to study and discuss all questions that have any bearing upon their industrial or political liberty, but we declare that it is not within the province of the American Federation of Labor to designate to which political party a member shall belong, or for which political party he shall vote."

A Collapsible Car.

THE frequency of recent railway accidents in England, with their attendant terrible losses of life, has stimulated English railway engineers to devise some plan of prevention. This the well-known engineer, W. S. Simpson, has put forward, and, as it is favorably regarded by many English experts, it is likely to be generally adopted. Mr. Simpson's plan is an extremely simple one, so simple that it is surprising that it has not been thought of before. He believes that the danger from railway accidents is in the tendency of the modern car to telescope, and in the inability of the pres-

ent styles of bumpers to take up severe shocks and thus prevent such accidents. He has, therefore, invented a car that will take up and break the shock, and will do so without injury to itself except in very severe cases. His buffer car is filled with powerful springs, calculated to resist ordinary pressure, but to telescope under intense strain to one-third its normal size, thus exhausting the force of shock and saving the passenger cars from injury. The cars would be used in pairs, one to follow every train and another to precede the baggage car, separating it from the engine and tender. They would then break the force of a collision whether it came from the front or rear.—*Railway World*.

Railroad Lines in Africa.

WHEN we hear that two railroad routes are surveying through the dense forest of equatorial Africa in regions that have never been penetrated by white men except when Emin Pasha pushed through them just before he was murdered, it is easy to say that great changes are occurring in Africa. A while ago men were exploring the land merely to improve the maps and see if the country was worth anything. Now they are entering new regions with the sole purpose of making preliminary surveys for railroads. Business, and not research, is giving impetus to their efforts. The Congo State has decided to have outlets to the Indian Ocean and the Nile, as well as to the Atlantic. It also desires to tap the great central lake region and make a highway for some of its commerce to the west and down the Congo. There is another potent reason for building the proposed railroads. Beyond Stanley Falls the Congo affluents are so cut up by rapids that they cannot be used as routes to connect the provinces of the Eastern frontier of the State and the great lakes with the railroad and river route below the falls. So railroads are essential to unite the Eastern and Western provinces. A party of six engineers, headed by Mr. Adam, formerly at the head of the engineer corps of the Congo Railroad Company, have begun the survey of the railroads. The station at Stanley Falls is the point of departure. There will be only one road for several hun-

dred miles east of Stanley Falls. Then there will be a bifurcation, one line running to the northeast to some station near the south end of Albert Nyanza, where it will be at the head of navigation in the Nile Valley. The other road will turn to the south and terminate at the north end of Lake Tanganyika, where steamers will connect it with the south and with the Stephenson wagon road between Lakes Tanganyika and Nyassa, which was put into good condition last year. Of course, when Cecil Rhodes gets his transcontinental railroad up into the lake regions it will form a junction with both these lines.

An Abortive Strike.

AN abortive strike is a misnomer. Such a thing never has been, never can be till such time as a voluntary human act is devoid of results. The effects of any strike, successful or unsuccessful, are more far-reaching than casual thinkers realize, and, however contradictory it may appear, an unsuccessful strike is sometimes more productive of good than one whose outcome has been the immediate remedying of the evils complained of, or the obtaining of the demands preferred. An unsuccessful strike, especially when conducted without violence and when on an extensive scale, serves to exploit the reasonableness of the grievances whose redress has been refused, and in that way to make the public fully acquainted with the nature of the rights claimed by the strikers, and the wrongs they have been obliged to endure and may yet have to bear. Thus the sympathies of the majority are enlisted on their side, and the way is opened up for the election of such men to municipal, legislative, and Federal positions as shall bring about the passage of legislation which shall be on the side of humanity and the common good of the majority—not on that of the classes as opposed to the masses. It is, of course, greatly to be desired that strikes should be avoided altogether, and that arbitration should take their place; but, until that time shall arrive, strikes, we suppose, must be in order, with all their inevitable consequences, good or evil—the good predominating and victory followed, however later in the day.—*Hammer and Pen*.

The Lessons of Labor Day.

The closing days of the nineteenth century finds the American laborer farther advanced on the path toward his regeneration, which organization seeks to make effective, than ever before in the history of the human family. And it finds him also far less advanced in the direction of his goal than the enlightenment and progress of the century would justify. What has been done for his betterment is essentially his own work. He has struggled against the dominant force of animalism among his fellow creatures—a force which, with all our fine pretensions to Christianity, lies to-day as thick and sodden beneath our veneer of civilization as it did three centuries ago.

There is but one lesson which Labor Day should teach to us all. It is that the same power which has held one set of men in subjection to another, which has made chattel slaves of entire races and industrial slaves of the mass of humanity, are still at work, and that they must be throttled and subdued if ever the toiler of society is to reach his true station in the economy of life. This power we have the means to combat in this land as nowhere else and never before. It is the blessed influences of peace and love which should be most effective in the struggle. It is not these, however, that are effective for us to-day. It is folly to claim it. The entire spirit and tendency of industrial society belies it. While the wild beast of greed and tyranny lies lurking in the human bosom, the appeal can never be wholly to the Christ-like qualities of men. We would that it could be, but it cannot be in our day and generation except measurably. Whatever means are at our hand that will best compass our purpose, consistently with the peace and welfare of society, these we must use and secure ourselves in the exercise thereof.

Organization is the dominant power in our industrial life. Along the lines of organization runs all material development. It has been to this century which is going out, and will be to the century which is coming in, all that political philosophy was to the last century. It is the weapon which the individual and society alike must use to

produce the best results. What the individual is doing through organization to-day we hope and believe society will do more effectively and equitably in the course of the coming century. But in the present semi-barbarous social and economic conditions, organization must combat organization. The laborer must meet the capitalist on his own ground or yield the battle to him.

It is an encouraging reflection that in these closing hours of the century we can see that the mass of the world's producers outside our ranks, all men who in the social and industrial economy are struggling for competence and contentment as the fruit of their toil, are beginning to learn the lesson which the advocates of labor organizations have been preaching almost in vain for at least seventy-five of the hundred years that are passing. Organized capital has made war upon them, as it has all through the century on the men who have pursued the mechanical callings. Slavery and oppression, unredeemed and apparently irredeemable, was the lot of the mechanical toiler until he had bitterly learned at least the rudiments of the lesson of organization.

Let the small tradesman, the clerk, the salesman, aye, even the man who in trade is to-day dignified by the appellation of merchant, look to himself. He has had but little sympathy to expend on the man of the smutted face and the calloused hand, the bowed back and the lack-luster eye. The lesson is coming home to him, too. Has it come home? If it has not, the twentieth century will yet be young when it has, unless the present progress of things is stayed. It is to organization that he, too, must look. And when he has rubbed the scum of delusion from his eyes he will find at his side his brother of organized labor, ready to unite with him in making the world a better place to live in, in making manhood count for something more than machinery in the plan of society, and in bringing into existence those conditions of human brotherhood and human love, in anticipation of which the men and women of the ranks of organized labor will meet in friendly association all over the United States.—*Minnesota Union Advocate*.

Telegraphs in Argentina.

On September 30, 1875, an act, containing 162 articles, was passed by the Congress of the Argentine Republic for the government of the telegraphic lines operated and owned by the government of that country, amounting to 10,650 miles at the present time, with a wire length of 22,775 miles, and representing a monetary value of \$5,811,042. It is curious to note that in Argentina there are four different systems in existence: First, the lines operated and owned by the government; second, lines owned and managed by several of the provinces or states, within their own boundaries or territory; third, those owned and controlled by the railway companies, and fourth, those owned by private corporations. Yet between all these varied interests there exists a general tariff, of which the national line sets the controlling price, and this general schedule has, by agreement, been extended into the republics of Uruguay, Paraguay and Bolivia.

The national government of Argentina was not confronted with an enormous expense for the purchase of immense corporations to establish its lines, for all of the lines owned by that government were built by the nation, and none were purchased of outsiders; and the same state of affairs exists with regard to lines owned by the various provinces.

The provincial, railway and private lines have a combined length of 14,144 miles and a total wire length of 33,087 miles; and the value of these three systems combined has been placed at \$9,188,968. To construct these lines, it is estimated that the cost of the national lines has been \$508 per mile, while that of the railway and private lines has been \$418. These figures include the whole cost in each instance, both for lines, offices, instruments and all other requirements. While this cost is very much cheaper than in the United States, it must be remembered that the services and equipments are in many ways largely inferior to our own.

Under the question of tariff, I think one very desirable feature that might well be culminated in the United States is that it is universally the same, regardless of distance; there is, however, a limit to the number of words which a message may contain—100

words—but it is a peculiar rate of 30 cents for each message and three cents additional for each word contained therein. Press rates, however, are only 50 per cent of that tariff. In Buenos Ayres the daily press telegrams amount to about 50,000 words. During the year of 1896 the revenue from the government lines amounted to about \$1,157,052, and those from the other lines to \$1,106,698.

Under the law previously mentioned it is provided that all electrical equipment needed by the telegraph lines of the republic may be imported free of duty for 10 years after their establishment.

In every instance, where practicable, the national telegraph office is established in the postoffice. The administration of the telegraph and postal communication in Argentina is relegated to a director-general, under whom is a secretary, and it is again subdivided into three sections. The first of these sections has under its charge the monetary and legal affairs; the second, the internal and external mail and express service, and the third comprises the immediate direction of the service of the telegraph lines belonging to the government, and the exercise of superintendence over the general direction on private lines established in the republic.

The director-general is the principal head of the administration, and he has the right to project new lines, open up new offices, arrange the tariffs, to contract for all new lines, instruments and materials and decide upon the advantages which may accrue from the establishment of new lines. He also has a privilege of censorship over private messages in so far as they may be detrimental to the safety of the state, contrary to the laws of the country, detrimental to public order, to good customs, or which may be written in insulting terms; but to prevent this authority from becoming too autocratic, the law provides for legal proceedings on the part of the individual should he feel himself aggrieved.

All companies contemplating the erection of new lines are required first to submit to the executive a complete description of the proposed line and stations, the number of telegraph posts to each kilometer, the number of wires to be strung and the dimensions and quality of both these requisites;

a general description of the ground and of the nature of the soil, also the description of the sources of electricity, and of the instruments to be employed. A curious feature of the requirements makes it possible to erect a line so that the lowest wire may come within a distance of 11 feet from the ground.

At the present time all the telephone lines in the republic are owned by private companies, and stations are in operation in almost every city of importance, the present number of instruments in use being 24,800; there is no law at present governing these companies, though there is said to be one in course of preparation. The monthly rental is not fixed, but is about \$12 legal tender.

A submarine telegraph line has been in operation between Buenos Ayres and Montevideo, Uruguay, since 1866, and there is also cable communication between the former city and the United States.—A. F. Tennille in *Western Electrician*.

Jim Writes His Chum.

It is well known that telegraphers as a rule sling a facile pen, for much practice brings perfection. That is the reason why the editor of their official organ is always overburdened with copy. A rather unusual production has been forwarded to us for inspection, which for reckless abandon is entitled to a prize. What do you think of it?

Much as I would like to go to ——— and perform my daily labors in the sunshine of your smiles (if you ran short you could get a fresh supply at the nearest saloon), I very much fear I shall be unable to convince my wife that it would be bettering my condition, morally, socially and financially.

I should like to go if only for the sake of the change. I love change. I love it so much that I have frequently stood on the streets of strange cities soliciting it from passers by. And then I would exchange it for "Dago Red Wine," just to change the color of the scenery round about me. Then the change of location of which I am particularly fond at this season of the year, as well as all the other seasons.

When I broached the subject to my wife I chose a time when her mind seemed to be in a state of tranquility, and her thoughts seemed to dwell in peaceful bowers where harmony adorned the brow of love. She seemed to be just what I love her to be—my better half. I hadn't got half the wrinkles out of the scheme which I started to unfold, before my better half swelled up to about five-eighths, with indications of becoming the whole darn thing in about two minutes. I don't like to see the market bulled when I am short, and, of course, I felt bearish, and commenced to squeeze, until finally she broke for cover. Well, we both got under cover, and the next morning she seemed to have forgotten the matter, and I haven't had the nerve to bring it up since.

I am a man of peace. I love peace. I have quietly walked out of many a town just to avoid having any trouble with the city marshal; I have even climbed a tree to avoid trouble with a bear. I don't want any trouble. It runs in the family so strongly that the family runs. I had an uncle who died a hero's death for the sake of peace—cut to pieces by a street car while trying to avoid an officer. His death was peaceful (pieceful, like a quilt), cut to pieces, in fact.

I don't want any trouble with that wife of mine. She had a brother who licked a man once, and he has a sister who wouldn't mind licking a man, and his sister is my wife.

It is nice to be married, isn't it? I think it is lovely to have a wife and a bicycle. Of course it costs money to get a bicycle, but it's better to have one. A man stands a better show of being left a widower, and then he can get another wife, and the same bicycle will do for her. Yes; it's nice to have a wife, and to know that your salary, no matter how much it may be, is provided for. My wife says that the next time she marries it will be for money. I say in my case it will be different, when I marry again it will be for the want of money.

There is a good deal of fun in Denver, and that is why my wife likes the place. We had three funerals last week. They were gorgeous affairs. The last was a double funeral, and the finest of them all.

The two policemen who threw up their jobs to be corpses, must have felt dead in it.

I am making very good time here. I expect to clear a hundred dollars this month if business keeps up. I intend to get a pair of sox and a package of cigarettes on the sixth of September.

Pensioning Railroad Employees.

If railroad companies were eleemosynary corporations instead of profit winners people would not feel the need of a ten-thousand candle power searchlight to look into their proposed acts of philanthropy; but as it is, the world looks on in wonder when the officials of a public carrier corporation give out that they are about to engage in a scheme of a charitable nature. A case of the kind has arisen recently about which the *Locomotive Firemen's Magazine* says:

It is reported that the Pennsylvania Railroad Company contemplates pensioning superannuated employes. It is proposed that the corporation in whose service an employe has grown aged and incapacitated shall not be turned out in the world to become a pauper.

If this report be true, then the Pennsylvania Company is truly philanthropic, more so than any other American railroad. Whether the company can afford such beneficence or not is, of course, a question for the directors.

The report says that the company proposes to grant these pensions. Nothing is said about the employes pensioning themselves; therefore it may be expected that no tax will be levied on employes in order that a pension fund may be created. The writer understands that the expense of pensions is to become a part of the company's expense. If otherwise, if the money is to be collected from the employes, the philanthropic phase of the undertaking becomes a myth. The scheme will be simply a compulsory savings bank.

Even a compulsory savings bank would not be objectionable, except for two reasons: First, enforced paternalism is distasteful to American workingmen; second, when an employe left the service of the

company for any cause, the company would probably refuse to pay him the amount of his savings. This being the case, the company could deprive him of his savings by discharging him, or could coerce him in industrial disputes with the knowledge that if he left the service of the company he would lose all of his pension savings.

If this pension scheme is to be one of philanthropy; if the corporations are going to provide for their superannuated employes, it deserves the approbation of all well-meaning people. If, on the other hand, it is a scheme to compel employes to put up a monetary pledge that they will not leave the service of the company, it should be suppressed by law.

Comment on the proposed scheme has been general, but perhaps it was left to an English paper, the *Westminster Gazette*, to hit the nail on the head. It says: "It is nothing new for a railway company to grant its old servants a pension on retirement, although it is sometimes thought a grievance that the men should contribute to its realization. The Pennsylvania Railway have just instituted a scheme that is, on the face of it, plausible, but open to objections which have proved fatal over here. It professes to be a gratuitous old-age pension. All their servants are henceforth to be retired after 30 years' service, or on reaching the age of 70. The company are prepared to spend \$300,000 a year on the pensions, which are to be given unconditionally to the men. It is said that they regard the expenditure as a sound insurance against 'frivolous' strikes. Here shows the cloven hoof. It clearly means that the workman is henceforth bound to the company at the risk of losing his subsistence for old age. All strikes, according to railway directors, are 'frivolous.'"

If any thought of mine, or sung or told

Has ever given delight or consolation.

Ye have repaid me back a thousand fold.

By every friendly sign and salutation.

—Longfellow.

I pity the man who can travel from Dan to Beersheba and cry, "'Tis all barren!"
—Sterne.

Woman's World

Woman and Home.

A MAN may make a house, but it is the woman who makes the home, and if the combination of house-keeper and homekeeper is to be the fortress of our future as the growing popularity of household economics herald, then great credit is due to her who trains the girls of to-day for the homes of to-morrow.

Such is the work of Miss Marie B. Senn, professor of domestic economy and physical training in the State Agricultural College of North Dakota, a woman remarkably young to hold such a position, but whose dignity and earnestness of purpose help her to pass for a person with "years told" behind her. Miss Senn is of Swiss parentage, and to this may be attributed much of the courage and energy which has characterized her work. She is truly a western product, having been born and raised in Kansas, graduating from the Kansas Agricultural College at the age of 18. Following this she taught and finally spent nearly two years in post-graduate study at her alma mater, assisting also in the work of teaching.

In the fall of 1894 she came to North Dakota, and in the intervening time has made herself indispensable in the college work, and has won many friends in Fargo. She is interested in every step of advance ground for women and a general all round humanitarian. In her work as North Dakota president of the Household Economic Association she is making efforts to introduce her work into the clubs, several already having adopted it for part of their study course. She has spent her summer vacations in special study in Chicago and Kansas City, and

is awake to every practical innovation that appears above the horizon of home work. During her first two years in the State she gave telling addresses in different towns.

In the nearly four years of her teaching in the college the number of girls have increased. Two years ago there were only 11 girls in all. This year about 50 of the 225 pupils are girls. Forty-three of these girls are enrolled in the household economic department, and 26 are now in the classes pursuing the study of foods and practical cookery. The sewing classes are well filled under the instruction of Miss Amy Nichols. These girls represent principally the American and Norwegian nationalities, and are drawn from all parts of the State.

The household economic department, formerly called the domestic economy department, is a regular branch of the college work. Two large, light, airy and pleasant rooms in one of the college buildings, looking off toward the town, are set apart for this department. One is a regularly appointed kitchen laboratory, with tables, cooking utensils, range, gasoline stove and Aladdin oven, food charts, museum of compared food products and everything to give the pupils a comprehensive idea of the chemistry of food and cookery. The other, the lecture room, is prettily furnished and utilized as a dining room and for the sewing class. Here the pupils have practice lessons in the preparation and serving of meals. A few of the girls assist in one way and another to help themselves through the course. Part of them board in town and occasionally follow some side pursuit to help them out financially.—*Minneapolis Journal.*

Successful Women.

THE women who succeed are those who go to their work with a determination born of courage and positive conviction, and whose energies are absolutely tireless. It is true they are often not so well paid for the same work as men, but that is one of the mistakes of the day that will soon be rectified. We are growing wiser, and one of the things that is most important for every one to know is that there is no sex in brains. Those who fail are usually those who expect too much and presume on account of their being women.

There is plenty of work, and money, too, for the sharp woman who will fight every difficulty in her way. Everybody loves a fighter, whether it be man or woman, fighters who see nothing but success at the other end of the long road, fighters who believe in themselves and their efforts, and who plan their daily battles as a general plans campaigns, fighters who are brave, above-board and generous in the struggle. These are the heroines of daily life, and they command success and respect by thoroughly deserving it.

Cheerfulness.

PERHAPS there is nothing that adds more to the happiness of a home than the habit of cheerfulness. It is a potent factor in the secret of housekeeping, and the housewife who has always a pleasant smile and a soothing word has already acquired one of the most valuable accomplishments. As long ago as the days of the wise men a merry countenance had its recognized value. It is a duty to be pleasant. Yet how many neglect this important requirement. Some women are constitutionally cross and morose; others are weak and nervous, and are made fretful by the exactions of their household cares. But there is no excuse for much of the friction that exists in many households. I have been in some where the atmosphere seemed actually to bristle with hostilities. Everybody was in a fret, and frowns and cross words were the rule and not the exception. How uncomfortable life in such a home must be to the inmates, as well as to the passing guests. One learns to

shun such homes as one would a pest house.

All women can not be beautiful, but it is the duty of every woman to look as well as she can, and nothing adds more to a woman's good looks than a cheerful countenance. "I have always," said the good Vicar of Wakefield, "been an admirer of happy human faces." The sentiment is universal. The pleasure thus derived compensates for the absence of beauty, and supplies the deficiency of symmetry and grace.

Cheerfulness can be cultivated and acquired as well as other qualities. If one's work is exacting and tiresome, it makes it no easier by being fretful. Form the habit of being cheerful under adverse circumstances. "Our happiness," observes a standard writer, "is a sacred deposit for which we must give account." A serene and amiable temper is among its most efficient preservatives. It is a virtue not to be gainsaid. Admiral Collingwood, one of England's great naval heroes, in his letters to his daughters, says, "I never knew your mother to utter a harsh or hasty thing to any person in my life." What loftier eulogy could a woman have than that?

Some women are naturally cheerful, but allow themselves to be put out by little things. Suppose the servant has broken a dish, or the butter doesn't come, or your husband comes home to dinner late, does it mend matters by any impatient complaint? Preserve your equanimity. The world was not made in a day, nor was it made all flowers and rippling sunshine. Your work will go along much smoother, you will accomplish more, and you will make others happier by being cheerful.—*Mrs. F. M. Colby.*

THE Korean woman has not even a name. In her childhood she receives a nickname by which she is known in the family and by her near friends, but which when she arrives at maturity is employed only by her parents. To all other persons she is "the sister" or "the daughter" of such and such a one. After her marriage her name is buried—she is absolutely nameless. Her own parents refer to her by mentioning the district into which she has married. Should her marriage be blessed with children she is "the mother" of so and so.

Poetical

LOVE THYSELF LAST.

Love thyself last. Look near, behold thy duty
To those who walk beside thee down life's road;
Make glad their days by little acts of beauty,
And help them bear the burdens of earth's load.

Love thyself last. Look far, and find the
stranger
Who staggers 'neath his sin and his despair;
Go, lend a hand, and lead him out of danger,
To heights where he may see the world is fair.

Love thyself last. The vastness above thee
Is filled with spirit forces, strong and pure;
And fervently these faithful friends shall love
thee;
Keep thou thy watch o'er others and endure.

Love thyself last; and oh, such joy shall thrill
thee
As never yet to selfish souls was given;
Whate'er thy lot, a perfect peace will fill thee;
And earth shall seem the ante-room of heaven.

Love thyself last; and thou shall grow in spirit,
To see, to hear, to know and understand
The message of the stars; lo, thou shalt hear it;
And all God's joy shall be at thy command.

Love thyself last. The world shall be made
better
By thee, if this brief motto forms thy creed;
Go, follow it in spirit and in letter;
This is the true religion which men need.
—*Ella Wheeler Wilcox.*

CAMPIN' IN THE MOUNTAINS.

Campin' in the mountains, ain't it jolly fun!
Chasin' birds o' pleasure clear from sun to sun,
Roughing it like hoboes, wearin' shabby clothes,
Sun a peelin' coupons from a feller's nose.
Smell o' frying bacon whets the appetite,
Slapjacks on the griddle, ain't they out o' sight!
Fragrance o' the coffee b'ilin' in the pot
Tells us it is bound to touch the proper spot.

Campin' in the mountains hid away from care,
Drinkin' inspiration from the bracin' air,
Singin' like the song-birds, rompin' like the deer,
Wheel o' pleasure runnin' at its highest gear.
Sets us all to thinkin' we are backin' up

To the days of boyhood, sippin' at the cup
Filled to overflowin' with the wine o' fun;
Seems a second childhood we have just begun.

Loafin' in the mountains when the merry light
Of the camp fire dances on the breast o' night,
Smoke o' pipes a curlin' up'ards on the air,
Spinnin' yarns 't'd almost curl a mummy's hair.
Stars a winkin' at us, much as if to say:
"Uncle Annanias of the early day
Might a bin a liar, but he couldn't shine
With the modern dazzlers in the lyin' line."

Campin' in the mountains, hid away from earth,
Every eye a swimmin' in a sea of mirth,
Souls intoxicated, on a merry spree
Quaffin' at the sparklin' wine of jollity.
That's the time a feller gits the chance to stand
Mighty near the gateway of the Promised Land,
Mighty near the suburbs of the heaven clime,
Campin' in the mountains in the summer time.
—*Denver Post.*

HASTE NOT! REST NOT.

Without haste! Without rest!
Bind the motto to thy breast;
Bear it with thee as a spell;
Storm or sunshine, guard it well;
Heed not flowers that round thee bloom,
Bear it onward to the tomb!

Haste not! Let no thoughtless deed
Mar for aye the spirit's speed!
Ponder well and know the right,
Onward then with all thy might!
Haste not! Years can ne'er retone
For one reckless action done.

Rest not! Life is speeding by,
Go, and dare before you die;
Something mighty and sublime
Leave behing to conquer time!
Glorious 'tis to live for aye.
When those forms have passed away.

Haste not! Rest not! Calmly wait;
Meekly bear the storms of fate!
Duty be thy polar guide;
Do the right whate'er betide!
Haste not! Rest not! Conflicts past,
God shall crown thy work at last.

—*Goethe.*

OCTOBER.

Oh, suns and skies and clouds of June,
And flowers of June together,
Ye cannot rival for one hour
October's bright blue weather;

When loud the bumble-bee makes haste,
Belated, thriftless vagrant,
And goldenrod is dying fast,
And lanes with grapes are fragrant;

When gentians roll their fringes tight,
To save them for the morning,
And chestnuts fall from satin burrs
Without a sound of warning;

When on the ground red apples lie
In piles like jewels shining,
And redder still on old stone walls
Are leaves of woodbine twining;

When all the lovely wayside things
Their white-winged seeds are sowing,
And in the fields, still green and fair,
Late aftermaths are growing;

When springs run low, and on the brooks,
In idle golden freighting,
Bright leaves sift noiselessly in the hush
Of woods, for winter waiting.

When comrades seek sweet country haunts,
By twos and twos together,
And count like misers, hour by hour,
October's bright blue weather.

Oh, suns and skies and flowers of June,
Count all your boasts together,
Love loveth best of all the year
October's bright blue weather.

—Helen Hunt Jackson.

ALL YE THAT LABOR.

All ye that labor, come to me,
The Galilean workman cried;
Alone ye never can be free,
But heavy laden tho' ye be,
The yoke seems nothing at my side.

Love one another; do not stand
Forgetful of each other's woe;
Together seek the promised land;
Whate'er befall clasp hand in hand,
And hold no brother for a foe.

Together lay your treasure by,
Add not in hoards of foolish gold;
But rather pile your riches high
Of brother-love that cannot die,
And peace and mutual good untold.

Behold the lilies of the plain
And all the birds that skim the air;
They have no barns to store the grain,
But scorning ownership and gain,
They take their fill without a care.

And so the day might pass for you
Without a single anxious thought,
If each of you were only true
To all the rest and strove to do
The nearest service as he ought.

Then ever shining like the sun
On them that love and them that hate,
Forgiving, loving every one,
Soon would ye see my reign begun,
My kingdom that ye must create.

Come unto me for rest and ease;
And where to find me, would ye ask?
Close by you is the arm that frees;
Come, find me in the least of these.
My brother toiling at his task.

—Ernest H. Crosby.

THE DOCTOR'S STORY.

Mrs. Rogers lay in her bed,
Bandaged and blistered from foot to head,
Bandaged and blistered from head to toe.
Mrs. Rogers was very low,
Bottles and saucers, spoon and cup
On the table stood bravely up;
Physic of high and low degree;
Calomel, catnip, boneset tea—
Everything a body could bear,
Excepting light and water and air.

I opened the blinds; the day was bright,
And God gave Mrs. Rogers some light,
I opened the window; the day was fair,
And God gave Mrs. Rogers some air.
Bottles and blisters, powders and pills,
Catnip, Boneset, syrup and squills,
Drugs and medicines, high and low,
I threw them as far as I could throw.
"What are you doing?" my patient cried,
"Frightening death," I coolly replied.
"You are crazy!" a visitor said.
I flung a bottle at her head.

Deacon Rogers he came to me;
"Wife is comin' 'round," said he,
"I re'lly think she'll worry through;
She scolds me just as she used to do.
All the people have poohed and slurred—
And the neighbors have had their word;
'Twas better to perish some of 'em say,
Than be cured in such an irregular way."
"Your wife," said I, "had God's good care,
And His remedies—light and water and air,
All the doctors, beyond a doubt,
Couldn't have cured Mrs. Rogers without."

The deacon smiled and bowed his head;
"Then your bill is nothing," he said,
"God's be the glory as you said;
God bless you, doctor, good-day! good day!

If ever I doctor that woman again,
I'll give her medicine made by men.

—Medical World.

FACE-TIOUS

The Way it Happened.

"And how did you come to marry him?"

"I didn't come to marry him," answered the womanly little woman, indignantly; "he came to marry me."—*Chicago Post*.

Instantaneous Results.

"He proposed to her on a postal card."

"What did she do?"

"Refused him by wire, collect."

A Burst of Frankness.

Father—When I was your age I was only getting \$10 a week.

Son—Well, were you satisfied with that?

Father—Er-no; if I had been, I suppose they'd have cut me down to eight.—*Puck*.

Cigar, Etc.

A cigar has been defined as a thing with a light at one end and a fool at the other, but somehow the fool never feels so much like a fool as he does when he gets himself and the light at the same end.—*Detroit Journal*.

Had to Abdicate.

"So the whole thing ends in both of us being obliged to give up the throne," said one Samoan king.

"Yes," answered the other. "It's the old story of competition being crushed out by combines. If you're not in the syndicate there's only one thing to do, and that's abdicate."—*Washington Star*.

Astonished Pat.

"Pat," said the young wife, "I wish you wouldn't put your knife in your mouth when you eat."

"An' phwere would yez hev me put it," said Pat, in astonishment—"in me eyes?"—*Harper's Bazaar*.

Many Strikes.

"Aincher workin' now, Jimmy?"

"Naw. Strike."

"Chee!"

"T'ree of 'em. I strikes de ol' man fer a raise, he strikes a attitude, an' den I strikes de sidewalk."—*Indianapolis Journal*.

Danger.

Quinn—Dick's father must be a railroad man.

De Fonte—What makes you think so?

"Because when Dick lost on the races and wrote home for money his father replied in four words."

"What were they?"

"'Keep off the track.'"—*Chicago Evening Journal*.

An Incentive to Accuracy.

The Bungalow of Swat—How goes the great clock, menial?

Grand Orgie Master—Four minutes slow, your effulgence.

"Let the chief clockmaker be hanged on the hour, and remain hanging till his machine marks it."—*Jewelers' Weekly*.

The Difference.

"I'm earning \$15 a day," said Hicks.

Dicks—I'm not asking you what you're earning; it's what you're getting I want to know.

Hicks—One seventy-five.

Something in the Wind.

Arkansan—It's an ill wind that blows nobody some good.

Eastener—How about a cyclone?

Arkansan—Same thing applies; last one went through here brought me a horse and wagon, a cow stable and a good, steady farm hand—things I've needed for two years.—*Ohio State Journal*.

He Was Puzzled.

He was evidently unaccustomed to railway travel and was keenly alert to the possibility of acquiring information as the train rolled along. Gazing at the flying landscape his brain was puzzled by the little sign-posts beside the track, bearing the single letter "R" or "W." He stopped the porter and asked him the meaning of the signs. "Oh," said he, "dem's whistle and ring posts for de engineer." The traveler pondered and became only more perplexed. In despair he repeated his question to the conductor. "Those signs are for the information of the engineer," replied the conductor; "he is to whistle or ring at certain points as indicated by those initial letters." "Yes," said the traveler, "so I understood the porter, but I thought he must be mistaken. I know 'W' stands for wring, but how in thunder do you spell whistle with an 'R'?"

A Sudden Introduction.

A Philadelphia paper tells a funny story of the blizzard days of last winter in that city. A certain Mr. K. had over his dining-room a skylight which was burdened with a great weight of snow, and early one evening he took a snow shovel and went up to remove it. He shoveled it off, and then it occurred to him that he would perform the same service for his next-door neighbor, whose dining-room lay side by side with his own, the construction of the two houses being alike.

The inmate of the next house was a worthy widow, whom Mr. K. had never met, but with whom his wife was on calling terms.

Mr. K. proceeded to a position from which he could, as he supposed, safely shovel off the snow, but in doing so he made a false step and got on the skylight. Crash! went the glass, and down through the aperture went Mr. K.

It chanced that his next-door neighbor was just at this time eating her dinner. Mr. K. landed in a sitting posture in the middle of the table, surrounded by snow, broken glass and china, and capsized dishes of food, and still manfully brandishing his snow-shovel.

The shovel told the story to the widow. Although somewhat disconcerted, she quickly regained her composure, recognized the neighbor whom she had seen pass her door, and exclaimed, politely:

"O, Mr. K., I am very glad you've called! I've often heard Mrs. K. speak of you!"

Somewhat Sarcastic.

An advertisement in a daily paper calling for "a first-class bookkeeper at \$3 a week," drew forth the following answer, the only one attracted by the munificent salary:

"I am a young man, 37 years of age, having had a business experience of twenty-three years, being connected with the United States Embassy at Madagascar, and feel confident that if you give me a trial I can prove my worth to you. I am not only an expert bookkeeper, proficient stenographer and typewriter, excellent operator and erudite college graduate, but have several other accomplishments that might make me desirable. I am an experienced snow shoveler, a first-class peanut roaster, have some knowledge of removing superfluous hair and clipping puppy dogs' ears. have a medal for reciting 'Curfew Shall Not Ring To-Night,' am a skilled chiroprodist and practical farmer; can also cook, take care of horses, crease trousers, open oysters and repair umbrellas. Being possessed of great physical beauty, I would not only be useful but ornamental as well, lending to the sacred precincts of your office that delightful artistic charm that a Satsuma vase or a billy goat would. As to salary I would feel that I was robbing the widow and swiping the sponge cake from the orphan if I were to take advantage of your munificence by accepting the too fabulous sum of \$3 per week, and I would be entirely willing to give my services for less, and by accepting \$1.37 per week would give you an opportunity of not only increasing your donation to the church, pay your butcher and keep up your life insurance, but also to found a home for indigent flypaper salesmen and endow a free bed in the cat home."

Bygones are always bygones. The world is interested only in the man that is ahead.

Our Correspondents

Bottom Principles.

JOSE GROS.

ONE of the greatest curiosities of modern times is the utter incapacity of men getting into their skulls the simplest facts of life, even when plainly formulated, and embodying a given truth appertaining to our industrial condition, to the common events of the day such as that of working for a living. Any other kind of truth relating to chemistry, astronomy, geology, or the many different branches of what we may call ornamental knowledge, shall be easily incorporated into our brains by most men in our days, because we all are educated people, as education goes.

We all can read by the hour, can talk nicely, and can even write down our own thoughts in cogent and pleasing language. But try to descend to the most important element, that of working for a living, and we seem possessed with the insanity of hating truth, unwilling to know or hear anything about it, ready to misinterpret whatever they may tell us about it.

Working for a living! What is the preliminary requirements for that? The use of land, natural resources, somewhere, by the acre or the square foot, in city, town, or country belt, on mountain, valley, plateau or road, by dry land or water-covered land. Is not man a land animal?

Land! Natural resources, the product of natural resources! Land, practically eternal, in connection with the men of each generation, why should not that be free to all men, under some principle of universal justice, since it is not the product of human labor, as corn, shoes and the 30,000 articles we finish, in this or that form, out

of the crude element, *land*, and apply to the satisfaction of our desires? Why should most of that land be always found under the grasp of a few men, that they may place under tribute the rest, the bulk of the workers, for permission to live on earth, to work on earth, to produce all that we need, from bare necessities up to luxuries? What is that but a crime, colossal, immense, giving to some loafers wealth, per annum, compared to which that obtained by the robber barons of the middle ages was but a drop of water in a bucket? Even when wealth was most unjustly distributed, about 2,000 years ago under Rome, even then it was not quite as much so as in our days under our American flag. Several times in the last nine years we have publicly given the precise historical data on the subject, with its equivalent value in actual labor performed. The correctness of that data has never been questioned, and it shall be repeated to our readers if they ask for it.

So there you have it, our glorious civilization is yet more unjust, more despotic and criminal than old Rome in its worst period, in so far as industrial conditions are concerned. And what is more fundamental, more vital to all of us than the social adjustments under which we may be forced to work for a living? Don't you know that there are two kinds of social crimes, the crude and the refined, the empirical and the scientific? And don't you see that just as science makes the good more effectual, so it makes evil more fatal? The more you refine evil, the more you hide it under respectable forms, the more you legalize it through the approval of groups of human monkeys called legislative bodies, the more

difficult is a popular protest against it. Our own daily history proves that.

All in human life is a question of habit. We have become so accustomed to our silent iniquities that they all look as innocent as angels of glory. And it is so exhilarating to be constantly calling ourselves the best men that ever lived! If we were really so we would not need to say it. Somebody else would proclaim it, and we would decline the honor. The good men are meek, modest, realize their limitations and are never satisfied with themselves. The more good they do the more anxious they become for greater acts of goodness, no time to even think of themselves. To brag! There is nothing more demoralizing than that.

They often tell us that even if wealth is wrongly piled up it has to be used and must do some good somewhere. Does that justify wrong? That simply proves that men were not created all powerful for evil. They would have destroyed themselves long ago, if they had received any such power, since evil is self-destructive, and it can only live when mixed up with some good, good alone being self-existing. But why to proclaim ourselves such fine fellows because we get, say, 20 degrees of good with 80 of evil, when we could have 100 degrees of good by simply eliminating all evil? Please, listen a moment. Don't you hear now the voice of some old uncle, or young uncle for that matter, squealing: "But how could we have any progress without evil? We would become a pack of idiots if we could not amuse ourselves by doing something wrong!"

Look at the fact that even those who wish to paint everything in bright colors are forced to acknowledge that we have not yet learned how to properly use the ballot, and that politicians always manage to humbug the people. There must be some plain physical reason for that, on top of mental ones. The physical and mental stand or fall together. If occasionally we get a rather slim breakfast, dinner or supper, or the food was not cooked quite right, or failed to be of good quality, presto, the mind stops to work at ease, thoughts don't come to us with the usual

clearness. Apply that to the working masses of this nation, and there you have at least one of the causes why they seem unable to use the ballot in the correct way, unable to think bottom thoughts all the year around. And that applies even to the wealthy. While the bulk of our plain people seldom eat enough of well-cooked and choice food (they cannot afford it, rich as they are, they say), the wealthy eat too much and their food is too rich. And who eats slowly, as we all should, in our days of rush, and hurry, and excitements? It is not the fashion, to begin with, and that settles it.

The fact is that our brilliant progress has in all things gone so far out of the order of nature, that it means war to the knife against all natural laws. We only believe, only have faith in the laws we make through our benighted lawyers in our legislative bodies, national, State and local. Progress, wealth, might, power, fun, self-indulgence, wisdom, just enough of it to humbug each other; are not those the idols of modern nations? Are we not reducing everything to dollars and cents, today at least as much as ever? Are we not yet strong devotees in the philosophy of semi-eternal evolutions before we learn how to live quiet, sensible, peaceful lives? Are we not more or less like old donkeys who prefer to get plenty of blows with the whip, along the road, rather than to behave and get no blows? Our readers will please forgive us if our language is not flattering. We love the workers of nations, although we have not done a stroke of work for thirty years. Under the civilization for which we stand we would have to work. Is it not funny that very often those have to work for better conditions who least need them?

Even some of our bright friends try to justify our industrial system on the plea that reformers themselves would like to have a million of dollars if they could. That is but an additional proof of the rottenness of that system, since on the whole the more wealth the less happiness and manhood, above the reasonable needs of life.

And what about being able to promenade over large cities without seeing any

poverty, as recently asserted in THE TELEGRAPHER? The writer has travelled considerable over the whole world or pretty near, and willing to see all the aspects of life, has noticed that the greater the wealth the greater the poverty everywhere. Even school boys know that that is inevitable. But then, it takes men not to see but one side of life.

As for that commercial ability that many think is indispensable to handle large concerns; how foolish. We have to-day more than 2,000,000 of men over thirty years old with the skill needed to handle any large concern, on simple principles of honesty. As for the skill which implies business dishonesty, to scheme, to intrigue, to manipulate, that can only be the concomitant of a dishonest progress and dishonest human laws. Only like begets like. When shall we realize that mere social honesty cannot need centuries upon centuries for its development? It simply needs the suppression of that desire to which we stick with the tenacity of demons viz.: How shall I get on top of somebody else? And this is progress yet!

Direct Legislation.

I have read the article in the July TELEGRAPHER in regard to direct legislation, and am much impressed with the idea. If such an arrangement could be brought about, the members of the organization would in time be brought to taking more interest in the order's affairs than they do at present. It would give every member a vital interest in the affairs of the order, and as that article plainly shows, they would soon learn to prize dearly prerogatives that they may think very little of at the present time. The constitution needs revision by someone with talents developed in the direction of framing laws, for the last session of the Grand Division only seems to have succeeded in making a bad matter worse. I am glad to see that there was a committee on revision of the constitution appointed because a committee composed of a few persons is liable to do more intelligent work in that direction than a convention of a hundred delegates or more with many other things on their mind. If this committee could submit their work for the approval of the membership at large,

and they were lucky enough to submit something that did not need amendment, it would be a fine foundation from which the direct legislation movement could be started. The saving to be effected by direct legislation is not near of so much importance as the increased interest in the order that would immediately be brought into life and steadfastly maintained in the future.

Instead of the listlessness and apathy of the present day that characterizes our membership, we should have members keenly alive to every move under contemplation, and ready to voice their sentiments upon subjects which had arisen for their consideration. It would be the means of quickening into life the best elements of good citizenship and yet each member would have his or her say in the conduct of affairs.

People say: "Oh, it won't work; they don't know enough to vote." But the records of the Typographical Union and other organizations that have given it a trial do not bear out this assertion. If eleven thousand out of the thirty thousand in the Typographical Union exercised their privileges, that was surely better than having fifty or sixty delegates do as they pleased with the proposition. There is always safety in numbers in such cases, and the responsibility of such acts cannot rest upon too broad a base. It is only the autocratic who fear the will of the people. The members should govern their own organization and whether they shall exercise their own powers or delegate them to someone else is a question worthy of deep consideration. In regard to the feasibility of the scheme, it could be arranged for each subordinate division to act with perfect autonomy and register its will on every occasion without fear or favor, a majority of divisions to decide. This function alone would do much toward reviving interest in division meetings and strengthen them very rapidly.

I would suggest that the problem of Government ownership of the railways be left for a more auspicious time, when the great mass of the people who control the elections have learned that the railways ought to be run for the convenience of the people instead of the aggrandizement of private owners of public utilities. Let us discuss things that affect us more nearly, things that we can

make a reality without twenty years of talk and agitation intervening. What we need is improvement in small practical things right away.

W. I. WILLIAMS.

From Indian Territory.

Kindly allow me a little space in the columns of our journal, as I wish to say a few words regarding Government ownership of railroads, etc.

While what I may say may not be of very much importance, I trust it may be given a passing thought and taken for what it is worth. A great many of our brothers seem to think if the Government obtained control of the transportation lines they would be used for political purposes. Not so. Place each and every department under the civil service rule. Let each and every one in all departments, except the track laborers, and then if it be the will of the masses, pass an examination and obtain a certificate of competency, and we would have no fears as to how long we held our positions or when our pay or salary would be cut. It would not be necessary to have so many small officers drawing large salaries, while the toiling masses were simply eking out a miserable living. A great many contend that railroads do not pay. The question arises, why? This can be easily answered, and I will endeavor to do so.

If railroads did not pay, why are not the owners anxious to unload them on the Government? Did you ever know a man who wanted to keep a property that was losing all the time? If the claim about the roads not paying were true, they would be denying the fact and trying to unload on the public. But do they pay? If you were to build a house that cost \$1000, and then borrow \$5000 on it at 5 per cent interest, while the rent was only \$250 a year, would it be fair to claim that the tenant should pay more rent because the building was not paying? But that is just what the railroad properties are doing. They are paying an interest in the shape of bonds and unreasonable salaries to officials of from 20 to 50 per cent on their real worth. But because the earnings are thus absorbed, and the stock is non-paying, they claim that the roads are not making money. It costs no more to build a rail-

road than a good turnpike, and the operation of it is smaller matter than the public is aware of. In extraordinary charges the public paid for all the railroads in the country, since they were built.

Had the public built them, the only charges now necessary would be the wages of the men, repairs and betterment. That they have been profitable one has only to look about the country and see the several thousand millionaires who have somehow gotten their millions from these roads "that do not pay." The operators of the roads have a perfect right to run them so long as the people are willing to be skinned. But just why the people will struggle so hard to make a dollar by any kind of work or cunning, and then refuse to profit by the public operation of the railroads is one of the funny freaks which the human animal is continually pressing. These are cold facts and are undisputable. As Barnum once said, and it is a true saying, "The American people like to be skinned, and the larger the game, the better they are pleased."

I am glad to see so much interest being taken in this important question.

W. E. MCKINNEY.

Where are the Students Coming From?

It is a mystery to me where the supply of telegraphers comes from, a supply that is constantly tending toward flooding the market. We are all aware of the powerful grip that the Order of Railroad Telegraphers has secured upon the railroads of the United States and Canada during the past ten years, and we also know that wherever the Order of Railroad Telegraphers has planted its standard that the teaching of students has ceased. Even those weak-minded individuals who are in the habit of saying, "I used to belong to the Order of Railroad Telegraphers," still keep in mind its cardinal principles and refuse to teach their business to anyone.

It is just like a Mason or Odd Fellow—if he takes a vow, he will not divulge the secrets of the order, even though he is expelled or fails to pay his dues. We find he seldom, if ever goes back on the Order, and when an operator takes a vow, he won't

teach students he usually keeps it after he has fallen from grace. Thus it is I have often wondered, "Great Scott! where do all the new men come from?" I cast my eye over to Canada. They used to supply us with the "profesh," and a man could always figure that there would be from three to six Canadians on every division of a Western road. Now, I look and see the Canadian Pacific and the Grand Trunk within our fold, and I read in the TELEGRAPHER how well we have the Baltimore & Ohio, the Erie the Boston & Albany, the Norfolk & Western and many others I have not space to enumerate who previously turned out a great number of students, but are now with us heart and soul. I once served on a schedule committee on the Northern Pacific. Mr. O. C. Greene, the Superintendent of that road, said: "Boys, there is one thing I want you to give me credit for, and I will tell you what it is. When we absorbed the Wisconsin Central, there were numerous students in various offices. I immediately ordered them out, and now from Chicago to St. Paul, on the Wisconsin Central, and from St. Paul to Portland, Oregon, you won't find a student." Now, brothers of the Order of Railroad Telegraphers, when you take in the fact that that road is still in the same position, the Union Pacific, the A., T. & S. F., the Oregon Short Line, and now comes the enormous Southern Pacific system, think of these tens of thousands of miles of road on which you will not hear a 'ham' at work, does it not encourage you to hold down the supply in the East. Let me give you a little lesson in political economy. All labor is predicated on the law of supply and demand. If we can limit the supply as we are now doing, the demand will certainly soon be so great that wages will increase as they always do when the boss hunts the laborer and not the laborer the boss." For years it has been the policy of Collis P. Huntington, president of the Southern Pacific, to have young native Californians enter the offices and learn the way to act as operators and agents. The Southern Pacific has been looked upon as a California enterprise and if the sons of rich men could be induced to learn telegraphy their advancement was sure and the company relied on their love of their State and

ultra conservatism to stand by them in every cut of wages. Now, all honor to those who have embraced the O. R. T. A schedule has been secured and last but not least the teaching of students has suddenly ceased. Here's luck to the boys who served on the committee on that road. They won a great moral victory and one should know that next to a good schedule the stopping of student teaching comes next in importance.

D. P. D.

From Alabama.

Editor Telegrapher:—

It has been a long time since I tried to write anything for our magazine and if any of you think I am going to write about government ownership of railroads you are mistaken, for to my way of thinking, there is at least one subject of more importance to write about, and that is the subject of telegrapher's ownership of himself.

Since the close of last convention I have been in a territory which might well be termed the land of "Official Ownership of Telegraphers," and if the congregation will please rise and remain standing I will relate.

Not long since I approached the counter at a certain station and seeing four men in the office I asked to speak to the agent, and a lanky fellow came forward with a hang-dog expression and I greeted him in the usual manner and handed him my personal card, whereupon he remarked, "They ain't any of them O. R. T.s on this road; our boss don't 'low it, and I reckon he is about right, 'cause I don't believe in strikes myself, and a feller is fighting his bread and butter when he jines a Order," and he went on as follows:

"I worked about fourteen or sixteen months for this road for \$18 a month. How did I live? Well, of course I was mighty short on clothes and things, but was only about \$50 in debt, and that was my woman's fault, 'cause she had to increase the family and she fetched two at one haul."

I interrupted him to remark, "Troubles never come single," and he replied: "Yes, but if I had er quit my job I might er bin a hundred or so in the hole instead er fifty and had the kids ter boot, and I felt it my duty to help the company qut 'cause a panic

was on and I knode the owners of the road was not gittin' their moneyback. The master of trains said I would not lose anything by helpin' the company out in a pinch, and the Supt. was a mighty 'laripin' good man to his operators, and he let me garden on the right o'way, which was a dogoned big item, fur it kept us in truck to eat." He stopped short to ask if I was married, and on being assured that I was not, he gave me the following good advice:

"A woman is the thing for a operator. I always advise my students to git 'em a woman, as I reckon a operator without a woman aint worth shootin'. My woman is a alright woman. She don't care for style 'cause' she never goes anywhere. I reckon ef I didn't have a woman like her I would er' quit my job and mabe gone to the dogs. Yes sir, a *woman* is the thing fur a operator."

Please be seated.

Yours in S. O. & D.,
T. M. PIERSON.

Treatment of Nons.

I would like to say a few words in regard to the manner in which the Nons are treated by union men. For the good of our Order it seems to me that more consideration might be shown the Nons, and a little better treatment accorded them by individual members, especially when we find them looking for employment, as we all do at times. I do not mean that they should be treated in the same spirit and with a welcome due a brother. That would be impossible. But why not treat them as near right as possible, in order that we may gain their attention and good will that we may have a chance to influence them in favor of the Order.

To begin with, we were all Nons at one time (I am sorry to confess), and we must remember this: Very few Nons can be "frozen" into the Order, while on the other hand, many can be influenced and drawn in by talking to them in the right manner. Not by giving them the cold shoulder when they are perhaps hungry and seeking work, or railing at them when they are enjoying a good salary under a schedule made by

the Order. This may give us satisfaction, but are we not doing the Order more harm than good by it? I can not recall many instances where this method has gained us anything.

But if more encouragement is offered them to join us, and more consideration shown them, a seed will be planted that will bear fruit sooner or later, while a hasty word or a cold reception given a man might prejudice him against the Order and may cause us to lose a member where he might be won over by using a little tact and going after him in the right way.

I do not advocate begging any man to join our Order—that is not the idea at all. But the more men of the right kind we can enlist in our ranks the stronger our Order will be, and it seems to me that our prejudice against the Nons might be modified and the members encouraged to recruit the right kind of operators wherever and whenever possible.

CERT. 174, Div. 23.

From Broken Bridge, P. I.

As I have been asked for a narrative of my trip from New York to the Luzon Islands for the edification of the readers of the RAILROAD TELEGRAPHER, I beg leave to submit the following:

On April 28th I left Washington, D. C., for New York over the Pennsylvania Railway and boarded our boat, the "Hooker," at Pier 22, about 4:30 p. m., and for a place to sleep the first night our quarters were on the floor of the mid-deck, which was a very nice outlook for a trip of this kind. The old "Hooker," formerly the "Panama," which was captured the first rattle out of the box in the Spanish-American war, was repaired for a cable ship, carried 212 miles deep-sea cable, and about 1,800 or 2,000 miles of telegraph wire, to be used in and around the islands. The second day out, about half of the company on board (which was only twenty-eight men in all), were willing to be back in the States, as they were all in need of a doctor, and all continued so for five days.

We passed only a few boats between New York and Gibraltar, and reached the latter place about 9 p. m., on May 14th.

The rock and the city were all lighted up, and it was quite a sight to one who had never seen the place before. We were here five days, taking on water, coal and some machinery to be used in connection with the cable. All on board went ashore and visited the places of interest, including a Spanish town opposite the rock. After seeing the Consul we left for Port Said, where we remained two days, leaving about 8:30 in the evening, supplied with a large, strong search light on the bow of the boat. On meeting a boat we would take siding until it would pass. We were in the Suez Canal sixteen hours. We stopped at Suez one day, waiting for our Colonel, Lieutenant, Quartermaster Captain, and also for Consul Fee, who was going to Colombo, India, and General Greely's son, who had taken the train from Port Said to Suez, going through Cairo, Egypt, to the Pyramids and Sphinx. We left Suez about 10:30 a. m., starting through the Red Sea, and keeping along the coast of Egypt, we could see large mountains and high table lands without a sprig of grass or a tree for a couple of days. The waters were the smoothest we had yet passed over, and the weather the hottest we had on the trip. At last we reached the City of Colombo, India, which was the finest port we had stopped at. We stayed on shore two days, viewed the whole city and had a rack-a-shea haul us out to the cocoanut, pine apple, cinnamon and mango groves, which is a very fine sight. The rack-a-shea is a two-wheeled carriage drawn by natives. While here we encountered a couple of typhoons, which is the worst kind of storm they have in this country. The morning we left the water was very rough, and the old "tub" only ran at half speed on account of very poor coal. The craft rolled like a log, and was I sick?—just ask me. We were fortunate in passing through these waters in safety, as the Indian Ocean is one of the worst of all waters on the globe to go through this time of the year. On June 20th at 5:30 p. m. we passed Singapore, which is only one degree north of the equator. It is said to be one of the best ports in the world, but we did not stop there.

We sighted the Philippines the night of the 25th, but the captain of the boat missed the harbor of Manila and ran north along the shore until 4 a. m. of the 26th, when we started back again, reaching the mouth of the harbor at 3 p. m., passing Corregidor and Cavite, where Dewey did his deadly work. We anchored about three miles out from Manila on the 25th, but did not get ashore until the 28th. On July 12th we went to our quarters on Nozoleta street in sight of the shore, where the men drilled every day. On the 15th I got a message to go to San Fernando to work with two other brass pounders and one lineman. Before leaving on the morning of the 17th my message was changed to Broken Bridge, which the insurgents cut during the fight, but is now guarded by thirty men to keep them out of the city of Santa Tomas, which is only a mile from my office. I have for an office a bamboo hut about 8x9 and not high enough to stand up in, and I have to crawl in and out. For the last four days and nights I have stayed inside, as the rain has been pouring down. There has been some firing to the west of Santa Tomas for the last three days, but to-day it is extraordinarily heavy. I think I will get the old wish I used to make when in the States of getting in a hot fight just once, but believe I will change my mind if they get much closer as I can see the enemy about two miles away. and I think that is close enough. I have so far missed my breakfast twice and the rest of my meals have been very bummy—not what you get out working nights, I'll tell you that, so boys, take my advice and go on working on the railroad and not get a foolish idea in your pate like I did; but you all know everyone has to learn and also pay for his experience.

With luck to all the boys and my 73 to all, I remain, yours,

G. W. ROBESON,
U. S. Signal Corps, Manila, P. I.

From Kansas.

I beg to present a plan for the betterment of existing conditions and the improvement of the condition of the railroad employe—a

rough outline, subject to such changes as you may deem fit to make.

I propose the formation of the "Brotherhood Investment Association," to be organized as a joint stock company and capitalized at \$20,000,000. Stock to be issued to subscribers in shares of \$100 each, or \$100 and \$50 denominations. Each share of stock to entitle the holder thereof to one vote at the annual general election, and that stock be sold only to bona fide railroad employes. The purpose of the association to be investment in railroad properties and associated enterprises. The entire control of all properties to be vested in the directorate of the investment association.

Much has been said and written on the subject of government ownership of railroads, and while I prefer the idea of government ownership or control to the present faulty system, still I prefer a co-operative system, where it be possible, to governmental control.

It would not be necessary, nor would it be the purpose under this plan, to at once purchase all the railroad properties in America. Personally, I should favor the acquisition of two or three trunk lines, forming a transcontinental line, thereby assuring its position in the world and its standing among the other systems. As circumstances would warrant other lines would be added, until in time practically the entire railway system of this country would come under our control. I have in view a transcontinental line which could be formed of two, or of three existing lines, the present value of whose stock does not exceed 25 cents on the dollar. With careful financiering the line could be purchased for perhaps 50 per cent of its capitalized value. Now, a road that pays no dividends on a capitalization of say twenty million, would pay a very fair rate of interest on a capitalization of half that amount, thus constituting a profitable investment. Every railroad man in America would support such a railroad by every means in his power, and thus swell its traffic and its earnings, more especially were he a stockholder in the investment association. There would be no strikes on this road because just and equitable treatment of em-

ployes would be assured. Any stockholder would be eligible to the directorate or even the presidency, should the association declare, by their ballots, their belief in his ability to fill such a position and to conduct the affairs of such an institution.

True, my proposition is radically different in many respects to the plan of government ownership or control. Possibly the advocate of the latter plan may argue that he looks at the matter in a broader way—that of conducting this great business by and for all the citizens of this country; and perhaps he does. But let me ask, who should be more competent to successfully conduct and manage a railway system than the railway employes, and to whom should the profits and benefits accrue if not to the employes themselves?

I address this to the Brotherhood and to all railroad employes in the hope that should not this prove "the way out," for which we have been searching, yet that it may contain an idea or a thought that may lead to a better plan, and that we may take some decisive step in this direction before it is eternally too late. In twenty years from now—in ten, probably—consolidation of lines and control will have precluded the possibility of any such action by us as that which I have here outlined. Modify this plan if you wish, and as you wish, but look the future squarely in the face and decide if it is not time to do something. Discussion is good, but action is better.

In conclusion, let me ask that you express your opinion if only by a line to the editor on a postal card. Be honest with yourself and don't raise objections that you can answer conclusively yourself.

"Moses."

Direct Legislation and Public Ownership.

I am glad to see that the question of government ownership is being discussed in the TELEGRAPHER as I believe it to be the most important question before the people of this country to-day. I am in favor of the public ownership of railroads and telegraph lines as well as public ownership of everything else. When the people make up their minds

to own the tools of production and manage their own affairs they will be prosperous and never want for anything. They are like the people in Ireland now—always in poverty because they give away the lion's share of all the wealth they create to those who own the tools of production. We call ourselves the most enlightened people on the face of the earth and yet claim that we are not capable of managing our own affairs. We have engaged the services of the capitalists to look after us and as a result have always been poor. When our nation was young, very few seemed to care how it was governed. Every one had free access to the resources of nature, and if they could not make a living it was their own fault. While they were gloating over their good fortunes, a great change was coming over the country. If they had been told that in a short time machinery would be invented that would save half their labor and give them more time for rest and recreation and that their children could go to school then and be educated, they would have thought it too good to believe. Yet this is what was in store for them, but they were too busy crowing about their "sweet land of liberty" and quarrelling over trifles to notice what was going on. A few knew a good thing when they saw it and began to appropriate the land to themselves so the many would be dependent on them. We all know how well they succeeded—every branch of industry is monopolized, the land is owned by a few—in fact, all wealth is centralized and the great masses of the people are dependent. The same thing has happened in all other countries through the people's indifference, and if a new country was discovered now the people would flock there, but the history of the United States would be repeated if they took as little interest in their government as we have. The founders of our government knew that when the few ruled the many, the many were imposed upon, and they declared they would form a "government by the people." The people said all right go ahead, this is the great United States and any kind of a government will do. And they told the truth; the government of Russia would have done

just as well then, the people could prosper under any circumstances. Then Mr. Hamilton and a few others proceeded to lay a good foundation for a system that would bring the people into slavery. They were aristocrats and cared nothing for the common people. Don't let yourself be deceived any longer—this is not a government by the people. It is a government by political parties who are controlled by the wealthy class and the people do not govern any more than they do in England, Germany and Russia. The majority have no rights which the minority are bound to respect. As long as this country is ruled by political parties no reforms are possible. Before we ever get a taste of public ownership the people must come into power. Direct legislation through the system known as the initiative and referendum is the key to the situation. Every important question should be submitted to the people for a direct vote. Any man should have the right to propose a law and Congress be compelled to frame it and submit it to a direct vote of the people. Our public servants, including the President, Congressmen and Judges of the Supreme Court should have but one vote on each question the same as anyone else. By direct legislation it would be an easy matter to get any question before the people, and whichever way a majority voted that would become law, and no Supreme Court could veto it. As it is now there is no way to obtain an expression of the will of the majority except through their so-called representatives and even then the Supreme Court can veto it. Is that a government by the people or a government by the Supreme Court? Of course, it is the duty of the Supreme Court to say if a law is unconstitutional. We must first have the constitution amended so the majority will rule, and then the Supreme Court will not be compelled to override the will of the majority. Political parties have divided the people—they have been satisfied to quarrel with each other instead of uniting to form a better system of government. Let us vote for laws and not for men. The men we have elected to represent us have not represented us and have thought more of their own interests than

ours. The people are capable of governing themselves and it is time to make a start. Do you believe in a monarchical form of government or a government by the people? Would such a government as ours make the condition of the people in Russia any better than it is? It was only because this was a new country that we prospered for a while, but at last trusts and monopolies own the earth, and until we become self-governing we will never better our condition. All you who are in favor of government ownership ought to consider ways and means, and I tell you it is very little you will see of public ownership till the people come into power. As for myself, if one of the big parties does not put this plank in their platform in 1900 I shall vote for one of the smaller parties, believing that to support a smaller party will force one of the big parties to declare for the initiative and referendum. Are the tariff and the money questions worth the struggle we have made in their behalf, or do you think we would receive better returns by striving to inaugurate a system where all important question could be settled by direct vote of the people, and a system that would give us the power to recall our servants from office when their services are not satisfactory? Give us direct legislation and you will see the beginning of the downfall of capitalism and wage slavery.

JOHN SMITH.

Colorado.

From the Hub.

I will make another attempt to show why government ownership or socialism is far ahead of our present system of competition.

Competition, I think, is the real cause of all the misery in the world to-day. Take, for example, the laboring man who in competition for the position of his fellow laborers will work for less wages, thus causing dissatisfaction, and, in the end, strikes, murder, riots, and destruction of property—for instance, the Cleveland and Brooklyn street railroad strikes. Through competition our soldiers had the pleasure of eating rotten canned meats, and al-

though the U. S. government paid thousands of dollars to convict and punish the people who were the cause of this, no one has as yet been punished. This canned meat was furnished to the government by trusts, who are becoming so numerous in this enlightened age of the nineteenth century. These same trusts know full well that competition tends to reduce the cost of the wage slaves product, and consequently form to reduce wages and put up the price of their wage slaves product. Incidentally they throw out of employment about fifty thousand of our genial friends, the traveling salesmen. They also ruin about one-third of our middlemen.

The way I would have these trusts done away with is to buy them out, or if they refuse to sell, to build in opposition, and force them out of business.

It has been proven that the United States government can own and operate a large concern to the best advantage of all by our great postal system, which handles more money, pays better wages, working its help less hours, and hires more men and women than any other concern on earth.

Brother John Graves, of Texas, who compares a fourth-class postmaster with agent of same town in the August TELEGRAPHER writes that the postmaster receives \$20 to \$25 per month, while the station agent receives \$1,000 per year. He does not state that the postmaster can run in conjunction with his postal duties some other business, nor does he mention that there are station agents in all parts of the U. S. who receive \$20 and up to \$40 per month, and who, if known to conduct another business in conjunction with his railroad business is liable to discharge.

He also complains that we do not show him where any of the good postal jobs are. I will compare my position on a railroad with letter carriers in Uncle Sam's employ, and let Brother John Judge as to which is the best position. The letter carrier is fined for working over eight hours per day. He works six days a week, has fifteen days' vacation each year with full pay, eats three square meals per day at home, has a hearing before he can be discharged, the charges must be proven before they

can discharge him, and he receives \$1,000 per year.

I work in a tower twelve hours per day, and must stay on duty until I am relieved or be discharged, work seven days each week, nearly impossible to even get a vacation of one day (my paying for it), eat cold lunch at noon in the tower, am liable to discharge at any time without hearing, as the railroad company has my signature and that of every other employe on this railroad that they can discharge me at any time without a moment's notice, and last of all, I only receive \$720 per year, which, you know, is above the average railroad man's wages, and my duties are far more responsible than the letter carriers.

The railway mail clerk also has a position far ahead of the average railroad man. He travels about 100 miles each day, six days a week, and receives \$900 the first year, and his salary increases each year until it reaches \$1,300 per year. Some of them only work every other week, with the week they are off for recreation and study.

Hoping to hear from some of our sisters who have as yet not mentioned anything in regard to government ownership of railroads and the telegraph lines.

I will say au revoir, a firm believer in government ownership under the "merit system."
"JIM AWAKE."

Scientific Socialism the Remedy.

The discussion now in progress regarding government ownership of railroads is very interesting, if not entirely satisfactory to the student of economics. It indicates dissatisfaction with existing conditions, a most hopeful augury for the future. But why government ownership of railroads alone, and what kind of government ownership do you favor? The capitalistic government ownership, alias State socialism, advocated by the Hearsts, Joneses, Cassons, Waylands, *et al.* of today, and the imperial brand fathered by Bismarck in the past, or do you think the collective ownership of all the means of production and distribution as advocated by Karl Marx, Kansky, DeLeon, and the S. L. P. the proper thing? Do you imagine a government ownership of

the Russian brand would be satisfactory to Americans, or would you favor collective ownership by the people, each person enjoying the full product of his labor, electing his foreman by popular vote, and enjoying free access to natural opportunities?

Carroll D. Wright, the statistician, said, in 1890, that labor created \$10.50 worth of wealth per capita, receiving as its proportion \$1.42 in wages, capital absorbing the difference in profits. Do you favor the \$1.42 side of the proposition?

The telegrapher of to-day must awake to a realization of the fact that vast changes are impending, which will affect his material welfare. He must unlearn much that capitalism has taught him. He must realize, as every thinking person does, that the interests of labor and capital are not identical. He must see that he can't win a substantial victory by voting capitalistic tickets, whether labeled Democrat, Republican, or Populist. He will learn that the consolidation of industries, and the invention of labor saving machinery owned by capitalists means his displacement as a unit in the field of capitalistic production, and that the economic question means more to him than a tip on the races, the history of the latest prize fight, or the trivialities which make up the sum of the average telegrapher's existence. One gigantic trust will in time dominate the earth, before which trades-unionism will be as impotent as a fly. The trusts are giving us a great object lesson; let us heed it, and through collective ownership make socialism a living truth.

In the meantime, let us think some other thoughts than those of pie counter politicians, with their cant about Old Glory, and a mitt out for every steal. Let us read some good books on the subject, such as "Woman," by Bebel; "History of the Commune," by Benham; "Maguire-Harriman Debate," "Socialism, from Utopia to Science," "Peru under the Incas," Benham. Subscribe for the "Class Struggle," and "New York People." Look up the dictionary definition of Socialism. Get the cobwebs out of our brains, and set our feet in the path that leads to clear thought and intelligent action. Yours in S. O. and D.,
A. S. D.

FRATERNAL

A., T. & S. F. Ry.

During the time when agents received a commission on Local Ticket sales, a feeling seemed to exist among Night Telegraphers that they were unjustly treated in not receiving a share of this commission; there is also a general sentiment among the night men that they should receive a portion of the express commission, where they are required to work express trains at night. The first contention is not a just one, the second is only partly so. The ticket commission is really not paid to the agent over and above his regular salary, but forms a part of it. When the A., T. & S. F. inaugurated the ticket commission system, the salary of every agent was cut exactly the amount it was estimated his commission would average. The writer was at that time in the station service, and was cut from a straight salary of \$92 per month to \$50, and 5 per cent, and a similar reduction was made at every station on the line. Under the 1892 schedule the privilege of reducing the commission was reserved by the company, subject, of course, to a specified minimum. There could certainly be no justice under these circumstances, in asking the agent to pay the night telegrapher commission on the tickets sold at nights, even if the ticket sales should so increase as to give the agent a larger remuneration than previously received, it can not be logically maintained that any portion of it rightfully belongs to the night man. And the salaries of the night telegraphers have been reduced the same as the agents; or were they willing—as a whole—to meet a share of the loss when the agent falls behind (and he is more frequently behind than ahead) they would then have been entitled to also share in the gain, but as the agent ran the risk alone we must, in all fairness, concede that to him belong the spoils. While on this subject it might be said in the way of information that the company is privileged to return to the ticket commission system at any time, and in such event the salaries shown in the present schedule are to constitute the minimum monthly salary, exclusive, of course, of overtime, switch lamps, pumps, etc., which are extra.

In regard to express commission, it does not seem to be generally understood that this commission is taken into account in fixing the agent's salary. This, however, is the case, and it may be stated that, as a general rule, agents whose express commission amounts to less than

one hundred dollars per year, really derive no financial benefit from it, as their salary from the railway company is just that much less than it would be were no express handled by them. Of course, there may be exceptions to this rule, but not enough to disprove it. Agents whose express commissions exceed one hundred dollars per year do, however, receive a direct increase in salary for the reason that the minimum clause of the schedule prevents the salary from the railway company falling below a certain point, and that point having been reached the larger their express business is and the larger their remuneration. At such offices as this, or even at small offices worth less than one hundred dollars, but where special conditions exist, the night telegrapher is undoubtedly entitled to some compensation from the agent if he is required to handle part of the express work, and I think our agents at such places, with very few exceptions, see it in this light, and do pay the night man a share. If the above argument is as correct as I believe it to be, the proposition may safely be laid down in all fairness to everybody that night telegraphers, handling express at points where the agent receives in excess of one hundred dollars per annum are entitled to some remuneration, but at offices paying the agent less than one hundred per annum they are not.

Chicago Division:—

This division is almost solid, very few of the boys are still "out in the wet." Come in boys, wear an O. R. T. pin and do not be afraid to stand by your colors. Remember, every member is a recruiting officer. Place your application with any of them and rest assured it will receive prompt attention. We would all like to see this the banner division, and we can make it so if we will.

Bro. H. A. Norton, Galesburg days, is taking a much-needed vacation of two weeks; relieved by Bro. Robert Price, of Stronghurst.

Bro. Dolan, Lomax nights, is relieving Bro. Price at Galesburg nights. We have not learned who is relieving Bro. Dolan.

Extra Telegrapher Bro. Dawson is relieving night man at Surrey for couple of weeks.

Bro. E. R. McKenzie, of Appleton nights, has been transferred to Millsdale nights, being relieved at Appleton by Bro. Ryan, of Williamsfield. New man at Williamsfield.

Business has been very good this month on account of stock rush and gravel trains. The wheat rush will soon be on and we hope the offices which have been closed will then be reopened.

Born to Mr. and Mrs. J. W. Cleary, agent at Gibbs, Mo., August 19, a bouncing nine-pound O. R. T. girl. Papa's smile is bigger than ever.

Eastern Division:—

Mr. G. D. Criswell, formerly of Argentine scale office (J. R.), but lately chief clerk at Storehouse, has returned to the telegraph service.

Bro. John T. Sebring, Olathe, days, is on a two weeks' lay off visiting his father at Clay Center, Kas. Bro. S. is accompanied by his family, and expects to have a good time pic-nicing and fishing in the Republican River.

Olivet was reopened as a night office August 18, with Bro. N. D. Mathers in charge. Bro. Mathers is a new man on the "cut off," but an old face on the division, and we extend a hearty welcome to him.

"W. D." office at west end of Argentine yard has been closed and Bro. Coleman, who was stationed there, transferred to South Leavenworth, nights. We understand Bro. Coleman had rented a farm and will now have to dispose of his "tater" crop at a sacrifice.

Bro. Alvord, of "G. O.," Topeka, is enjoying a thirty-day vacation.

Mr. J. W. Brennan relieved Mr. James at "A. Y." Argentine for a short time in August. Mr. Brennan has been out of the service for some time, but will be with us again soon.

Mr. Phillips, agent, Olathe, returned July 26 from a three weeks' lay off. An otherwise pleasant vacation was greatly marred by the death of his father, an old Harvey County settler. Mr. Phillips has our sympathy in his affliction.

Mr. Whitla, of Richter, nights, has resumed work after a few days' illness.

Bro. Tyree, of Quenemo, nights, is taking a month's vacation, the most of which will be spent in his old stamping grounds—Colorado. He is being relieved by Mr. Baird. Ty has been a steady lad and has earned his rest.

Neosho Rapids reopened as a night office August 18, with Mr. McGrath, formerly nights at Emporia Junction, in charge.

Dave Abbott, of Olathe, nights, was off three or four days on account of sickness; relieved by Mr. Baird.

Bro. Fanning, formerly of Pomona, but now of Trinidad, Colo., stopped off at Pomona, August 16, to visit his "onliest own," while on his way to visit friends in Indiana. Bro. F. speaks very highly of Colorado, and some of our boys talk of following his example.

Bro. Wilson, Emporia Junction, nights, visited at his home in Wichita for a few days, being relieved by Mr. McGrath, and later by Bro. Tom Porter, of the (P. K.) Topeka.

Bro. Bently and wife, of Nortonville, nights, visited in Chicago for a short time in August.

Bro. S. A. Young, agent at Timken, has been visiting in Eastern Kansas, Mr. A. N. Rochester

relieving him and taking care of the Bohemian girl, which we understand is a very pleasant task.

Bro. Webb, formerly of South Leavenworth, nights, is now at Woodlief, nights. Bro. Webb is another new man on the "cut off" to whom we extend a hearty welcome.

Bro. Stoyke, of Wilder, nights, has resigned to accept a position as agent at R. I. Junction on the U. P. Ry., near Kansas City. We are sorry to lose Bro. Stoyke, but always glad to see any of the brothers better themselves.

The force at Olathe are jovial at the prospect of a new depot there this fall.

Recent rains promise a bountiful yield of corn in this section, which will swell the volume of business to overflowing about the first of the year. It has already become necessary to open some new night offices on main line to accommodate the increase in business.

Lake View was reopened August 16, Bro. Levy in charge. Bro. Levy has been on the extra board for some time, and we are glad to see him get "a steady."

Bros. Murray and Modlin, day men at Holli-day, took their ladies to camp meeting at Bonner Springs on their "Quad." cycle, making the six miles in fifteen minutes. An accident to the handle bars, however, placed them at a disadvantage on the return trip, but we understand they made just as many miles per hour homeward, the only difference being that the distance back was about forty miles.

The new Y. M. C. A. building at Argentine is a decided success, thoroughly appreciated and well patronized by the railroad men, they now having a membership of over four hundred, and hope to make it six hundred by the first of the year.

Died at Robinson, Kas., August 18, the infant daughter of Bro. S. C. Crawford, of North Ottawa. The "cut off" boys extend their sympathy, and know the loved one will be sadly missed.

"The little crib is empty now,

And our heads we sadly bow;

Weeping long, heart filled with pain

For Baby's voice and smile again."

Western Division:—

It may be of interest to the boys on this line to know what the Western Division men are doing and where they are. At least, if it were a pay-car going over our division every operator would crane his neck out of the bay window and gaze longingly with the eye of an eagle down the track for that little cloud of smoke. Or listen with the ear of an Apache for an "OS" that would herald its coming. But this won't be quite so rich.

We will descend from flight of imagination and touch first at Howell, where we find an embryo O. R. T. in Mr. J. G. Calloway, night operator.

We pass on along the line, and at Cimmaron find Bro. Ed. Parke, the genial and accommodating agent who dispenses the mysteries of railroad biz to the business of fraternity there to the satisfaction of all concerned. Ed is away on

a vacation enjoying the mountain scenery in Colorado. Bro. Radcliff, on nights, worries too much, poor boy, over those 27s.

Next in order comes Ingalls, where we find Bro. Jack Butts lined up—Mr. Agent—and a very strong order man, too.

Pierceville—Bro. Benjamin, on days; Bro. Marsh, on nights, relieving regular operator, Miss Moore, who is away on a thirty days' leave of absence.

At Garden City—Bro. Slocum doing the day shift, and always working hard, unless some of the G. C. belles call for a social chat. Bro. Downing does the night hawk act and doubling on a baggage truck, the very popular Charles Chapman officiating as agent. We hope "Chappy" will see the error of his ways before Father Time implants many deep furrows across his "phiz."

Next we stop at Lakin, where we find two. Bro. Hart is on days, working hard to get biz off, and Bro. Waterman, nights, but we will tread softly by here for fear of disturbing Waterman's siesta and pass on to the next.

Hartland, where Bro. Foster holds out days. We hope "F." hasn't heart trouble, for we would be grieved to lose so good a member.

Kendal is next in order. Bro. Hoppe, a staunch member, and Mr. Mills, the silver-throated tenor, on nights, who promises faithfully to be with us soon.

We have left several solid nests behind and are coming to more.

At Syracuse Bro. Hertzog, working the daylight trick, with Bro. Phegley answering "SC" "Just as the Sun Goes Down."

Jogging along we stop a moment at Coolidge, where we find a missing link (not Darwin's, though.) Mr. Jacke and Sowl, working days, with Dick Kavanagh, nights.

We cross the line here and enter the Silver State. Grenada—Bro. M. H. Spafford, days, with Bro. Moore answering to "DK" at 7 p. m.

Lamar—Mr. Beveridge, days, with Mr. E. Dilthey, nights.

Bro. J. T. Hart, agent at Caddoa, has done much for the welfare of the order on this division, and should receive the active support, well wishes and hearty thanks of all members on the Western Division.

We run against something solid at the next stop. Las Animas—Bro. C. L. Walker, agent; Bro. Woolsey, working day trick, and Bro. Gammon, nights. Woolsey has returned after a fifteen days' lay off, his place being filled by Night Operator Gammon during his absence, Bro. Renecke going on nights, extra.

Robinson—Bro. Gordon, nights.

In conclusion we note with pleasure that there are very few nons on our division, and most of those we want are coming in, and before many moons roll over the Short Grass District it will be as solid as it is possible to make a division.

August 1 the Colorado and Southern began running their trains over our tracks between Pueblo and Denver, thus causing many changes, opening of new offices, also opening up night offices at stations that had heretofore been days only.

Box cars are in great demand at present, as a good number of them are being converted into telegraph offices at new stations. We understand there are about ten of these new offices. It is rumored that we will soon be running the block system on this end. Bro. Long, at up-town offices, Denver, was not molested by the change. "DX" offices at Eleventh street, Denver, was abandoned August 1, Bro. J. E. Day being appointed agent and operator at South Denver, and Bro. W. H. Dick transferred to Pring, days, and later to Ja Junta, days, Bro. T. J. Black taking Pring, days, and Bro. J. H. Bennecke transferred from Los Animas to Pring, nights. Bro. G. B. Norton is again doing the night act at South Denver. Bro. C. W. Puckett, transferred from South Denver to Palmer Lake, nights, relieving Mrs. Wilkins, who was transferred to Littleton, nights. Bro. Andy Sater (new man) opened Sedalia, nights. Bro. E. B. Graham has been promoted from night operator to agent and operator at Larkspur, and swears he is the happiest man on the pike, even though he be penned up in a box car. Bro. John Beard (new man) relieved Bro. Graham, nights. Greenland opened nights by Bro. C. L. Higgins (new man), but was closed again on the 19th. Mrs. Hensley, night operator at Fountain, taking a sixty days' vacation, relieved by Bro. Joe Haskell. Later Bro. Joe transferred to Swink as agent and operator during the melon season. Mr. Frank H. Noble (new man) opened night office at Pinon, August 1. He says it is a roast, but thinks he will pull through. Bro. O. L. Call, manager at Stone Depot office, at Pueblo, has moved his headquarters to Fourth street. Bro. Joe Gallett opened the day office at Pueblo Junction. Glad to see you back. Bro. V. M. David, we are glad to say, is back again, working at La Junta. There are some we have missed, but not intentionally so. It is difficult to catch all, as there seems to be a lack of interest.

E. DOWLING,
System Correspondent.

Grand Trunk Railway, Past, Present and Future.

Now that we are nearing the close of the year, inquiries are coming to my office daily as to the expiration of the present contract, and whether it is the intention of our General Committee to sue for another at the opening of next year. As it is impossible for me to reply to these inquiries separately, I must resort to a general letter. First, let me say that I have received a lot of correspondence that should have gone to the General Chairman. This question as to the movements of the General Committee, is one that depends mainly on his judgment. I have not as yet been advised by Chairman Reynolds as to his plans for the future, but, now I am writing, I think we might profitably review what has been done in the past, and what, in my humble opinion, should be done in the future. My text, therefore, will be, "Past, Present and Future."

Although there has been members of the O. R. T. on the G. T. R. for a number of years past, some men joining the order seven and eight

times, it is said, and in some years strong divisions existed at different points, a schedule was not secured on the lines east of Detroit River before January, 1899. The C. and G. T. have had a schedule since 1896, the minimum salary being \$45 per month. This state of affairs continued until late in 1897. It was in that year that that "enthusiast (they say the world is controlled by "enthusiasts") or "crank," up in the North, joined the order, and being of a rather excentric nature, he could not see the object in taking hold of a thing of this kind without a definite purpose, so he went to work. On the Northern Division the enthusiasm became universal, the result being that instead of there being only seven members (in March), by the month of September there were 112 members on this division. Correspondence was established with all parts of the road, and I was glad to learn soon that telegraphers on all divisions were only waiting organization. One of the first moves toward thorough organization was to establish a system division on the G. T. R., all local divisions transferring their membership and money into G. T. R. System, Division No. 1. Bro. Harrison, of Cornwall was elected the first General Chairman, and Bro. Robinson General Secretary. The O. R. T. then began to boom, and it was not long before all telegraphers began to realize that 1898 was to be the "red letter" year on the G. T. R., and those of the more enthusiastic could already descry, at least, the outline of a "schedule" in the brightening sky.

Owing to the resignation of Bro. Robinson our Grand Chief arranged with Bro. P. D. Hamel, Assistant General Secretary of C. P. R., Division No. 7, to take charge of G. T. R., Division No. 1, temporarily, and also sent Deputy Grand Chief Edward Davis to secure a General Committee. Deputy Davis also brought some grand organizers with him, and it was not long after this that our General Committee was in Montreal. Just here let me answer the accusation made by some members that the present local chairmen appointed themselves. This it not so. Deputy Davis recommended the best men available at the time, and the appointment came from the Grand Offices. Whether our General Committee was the best is not the question now. It was the best obtainable at the time, and I firmly believe they did all in their power to carry through the work they were chosen for.

I wonder how many telegraphers on the G. T. R. have anything near a correct idea of what it is to serve on a General Committee at the time of securing the first schedule? I wonder how many know that the moment a committeeman is relieved by the "relieving" agent or operator, that moment he is practically discharged from the railway service—out in the cold—"his life in his own hands?" Then no one knows but those who have done it, the amount of work necessary in preparing a schedule, and in securing information to present to railway officials.

My own experience prompts me to say I never worked harder and longer hours than I did as your General Secretary in Montreal, Toronto and Peoria, and since. Our General Committee was

particularly unfortunate while in Montreal. One man was in bed at the hotel with typhoid fever nearly all the time we were there, another in the hospital up to the day before we left for home, another had a wife almost at the point of death, another discharged, and protested against so that he could not act, another lost heart and would have gone home had he been allowed, and so on. Would any committee have been much to blame if, under the circumstances, they had gone quietly home? But they did not go home until a settlement was secured. Not the best schedule in the world, but the best under the circumstances. But enough of the gloomy past, what about the present and future? But before leaving the "past" I want to say a word about "grievances." In this matter, too, I think our committees have done all in their power. I know on one division that every grievance has been arranged satisfactorily to all, up to date, and on the other divisions the Boards of Adjustment are at work doing their best. I want to say, too, that serving on a Board of Adjustment is not the most pleasant employment in the world. One member writes from the West that "the officials are doing just as they please, and our B. of A. is doing nothing to prevent them." "Nothing to prevent them," he says. I asked him if he had placed his particular case before his trainmaster. "No," he replied, "I don't want to pick a quarrel with him." "Nothing to prevent them!" Well, well, and the most interesting part of this man is that he is exactly \$11.50 behind in his dues and assessments. To one and all I would say, if the schedule is not working satisfactorily in your particular case, you have a perfect right to write your Local Chairman about it, but before you appeal to the B. of A. be sure you have a grievance, and also make sure you are square on the books before you ask the O. R. T. to help you. I wonder who is "doing nothing to prevent them"—the Local Chairman who risks the displeasure of officials every time he writes in behalf of a brother, or the kind "brother" who joins the O. R. T. expecting to be made rich in a few months, but forgets there is a 1st of July and 1st of January in each year? Again complaint is made that the B. of A. has not met yet on certain divisions. As I have been written to by all Local Chairmen I happen to know that it is not neglect. Most of the grievances are on account of "overtime." The B. of A. is doing all they can by correspondence, and when they fail in that all cases can be taken up together and save a great expense. Oh, the expense again. A meeting of the B. of A. means three or more members meeting at a central point. That means railway fares and a hotel bill. I am confident that if the membership will do their part the B. of A. will do theirs. I would advise all to continue to put in your overtime tickets, also enter on pay rolls regularly. You will be paid some day.

But what about the "present?" Where are we at? First, I want to say that the schedule secured has had the effect of persuading members on all divisions paying up "arrears." At the meeting of the General Committee, held in Peoria, Ill., at the same time as the convention, the

whole ground was gone over and found satisfactory to your committee. The auditor's report received showed that those in charge of the finances were capable men. On quite a number of districts good meetings, both of the O. R. T., and also "union," are being held, proving a great benefit to all. Reports come to me that indicate that G. T. R. Division No. 1 is still flourishing, and will continue to flourish so long as telegraphers do their part in supporting it. We have a good schedule. Yes, you answer, "a good set of rules, but there is no money in them for me—is there not? Not many days ago two telegraphers were discharged, and when pressed to give a reason for their discharge, according to Rule 9, the official preferred to and did reinstate the men. "That was a good thing," you say, "and I must confess a good minimum was secured for the first time, and a lot of telegraphers gained thereby, but my salary is just the same." Is it just the same? How many nights do you work now without extra pay? How was it last year? How many hours per day do you work now without pay for it? Not exactly the same, brother. Last year you worked twenty-four hours per day for say \$40 per month. Now you are not compelled, except in very extreme cases, to work over sixteen hours, and for anything over twelve hours are you not paid extra for it? Do you light the lamps now, etc.? Where are we at? What, are we doing to help ourselves. What have you done, General Chairman, and General Secretary, and Local Chairman, since we left Montreal? What are you members along the road doing to help you and me? What are you doing, non-member, to help yourself and others? What have we done? What are we going to do? That is the question.

What about the "future?" I suppose if you and I are going to dictate to or advise others what should be done in the future we should first see that we are "up to date" ourselves, with an "up-to-date" card in our pocket. I am glad to say new members are coming in every week, but why should we not have every telegrapher on the G. T. R. an O. R. T. member by next January? Don't wait for an organizer to help you get in your neighbors. Organizers cost money, and, neighbors, don't wait to be coaxed into the O. R. T. You need it and any of your neighbors will gladly hand you a blank application.

Our first duty is to fill out our ranks of membership, and fill up our treasury, that is the power needed behind a committee when asking for any changes in our schedule. The next step is to find out what is wrong with our present schedule, and what is needed in our next one. I remember writing a circular for your General Committee while in Toronto last January, in which we intimated that the information furnished the committee was inadequate. About all that was put in the "information blanks" was "long hours and short pay"—most members forgot to state what they did in the 'long hours, or how one station compared with another, etc. Most of your General Committee found out in Montreal

that they were not nearly as well posted in this particular as they should have been. I myself have confessed more than once that I knew very little about the division I was supposed to represent. That there may be no repetition of this, one of two things must be done, either it must be arranged that the Local Chairman may visit every station he represents, or else telegraphers must meet at central points and discuss face to face all that is needed and have the information thus obtained plainly set before the representatives. In any case I would strongly urge that meetings be held anywhere that three or more can get together. Don't wait for the O. R. T. officer. Get together yourselves, members and non-members. Let each man bring a statement of tonnage of freight and revenue in and out, car loads, and what he handles through the freight shed for one year, also ticket sales. No one can tell how this will strengthen the hands of your committee. For instance, say "Jonesville" is a "minimum" station, but Smith claims Smithville is worth \$10 or \$15 per month more. Why? Discuss it face to face, honestly, and surely what say thirty men agree that a station is worth is a better basis to work on than the single opinion of either the Superintendent or Committeeman. At these meetings appoint a sub-committee for each district or group of stations, with a Local Secretary, and through him let all information gotten together intelligently be sent to the Chairman of the Division.

Telegraphers everywhere are learning the fact that their only hope for a betterment of their position lies in the O. R. T. We should also remember that the maintenance of a schedule once secured, or the obtaining of a better one, does not depend solely upon what the O. R. T. officers do, but almost everything will always depend on the individual effort of the telegraphers in supporting the O. R. T.

In conclusion I ask all to read carefully the remarks on page 799, of the September issue of the "Telegrapher" in reference to a salaried General Chairman. If I understand our laws a General Chairman must be an employee of the railway, but I have long advocated a salaried officer who would "be on the road all the time." The officer I would appoint would be an Assistant General Secretary-Treasurer, on salary, or what I call a "Traveling Assistant General Secretary-Treasurer and General Organizer." Please give the matter serious consideration, as I hope to lay the matter before you more fully in a short time, asking you to vote upon the same.

G. C. READ.

Chicago & Northwestern Railway.

Iowa Division, West:—

On account of many changes being made we give the location of some of the boys for the benefit of old-timers who have left the division.

Boone (Dispatcher's office)—Chief, Mr. M. F. White, late from the C. & A.

Boone to Westside Circuit—First trick, J. J. O'Connell; second trick, Ernest Durea; third trick, E. B. Arthur.

Westside to Council Bluffs Circuit—First trick, Will Litten; second trick, Mr. Robinson; third trick, O. K. Wait. J. J. O'Brien, Night Chief.

"Doc" Stewart works the Chicago Quad, days; Gus Peters and the well-known Mr. Herrington work No. 2 days, while Roy Willhoite and Mr. Harris look after it at night. We are glad to learn that Operator Ed Fox is once more working for the Northwestern. He is working upstairs in Mr. R. H. Aishton's office.

B. O. Tower—Mr. Beck, days, and Mr. Morrow, nights.

G. N. Tower—Messrs. Dye and Beck keep their eyes open for pushers.

Moingona—The town made famous by the immortal Kate Shelly, who saved so many lives on Moingona bridge, we find Agent H. D. Shepard and Mr. Nordstrom as night operator.

W. R. Tower—Dave Runberg and Ed Davis. Dave is a man that you can not flim-flam worth a cent, so all you peddlers and grafters need not wear your clothes and shoes out running after him.

Ogden, Ia.—Agent C. A. Baker, Day Operator Chambers and Emphy stays awake at nights (some nights). Emphy just loves to unload merchandise in the rain.

Beaver—Agent W. A. Matlock. Mr. Fleming, having resigned his position to take an agency on the Northern Iowa Division. Mr. Hal Thayer, of Grand Junction, is filling his place at Beaver, nights.

Grand Junction—D. W. Conwell, Agent; C. L. Joy, Ticket Agent; Clarence Schertz, baggage-man and all-around man.

Inter-locking Tower—L. Stanley, days; D. O'Brien, nights. We are told that there will be a third man in "TR" in the near future, and "SY" and "KO" will then only work eight hours each. It's a good thing, push it along.

Gravel Pit Junction (Rather a swell name for a hole in the ground)—We find G. Rugg Hillman and a Frenchman from Cork by the name of Flynn. Flynn is all right even if he did start the report that they had small-pox in the pit.

F. Tower—Frank Tribble, day operator, and Mr. Moore, from the D. R. and G., operator. A. R. Moore is timekeeper and operator in the pit for Mr. H. J. Slifer.

Jefferson—Agent, G. M. Pike; Charles Williams, day operator, and Mr. Bridgford does the owl act. A reward of \$5 will be paid any one catching old "C" in the Hay.

Siding C. O.—Messrs. Bolin and Brown.

Scranton—Agent, D. B. McClure; Operators, Fitz and Strauss.

Ralston—Mr. Bates has been promoted to Ralston as Agent from Beaver, nights. Mr. Allard, from Perry, is the night owl at Ralston and an all-right boy, too.

Glidden—J. A. Flansburg and Fred Matthews, days and nights.

B. Tower—Mr. Birth, of Council Bluffs, is the day man. We are not acquainted with his owlship yet.

S. W. Tower—Messrs. Ostrander and Lingham, two good boys.

Carroll—P. M. Waters, agent and yardmaster; Bert Woods, days, and Daniel O'Connell, nights. Gray—Operator and Agent, C. Wilson.

Ross—Mr. Sherman, agent.

Audubon—Mr. Humiston, agent; Mr. Switzer, day operator.

Botna—Mr. Ford.

Irwin—Mr. P. Nelson.

Kirkman—Mr. Spilker.

Manning, Agent, H. S. Olds, and C. Russell, operator. We are not acquainted with any of the boys on the branch, so you will have to excuse us if we have made any errors.

Arcadia, Ia.—Mr. M. Bates, agent, and "HN" Rice, night owl.

M. R. Tower—Mr. Seiler, day man. We do not know who the night man is, but after awhile will have you all on the list.

Maple River Junction—Messrs. C. E. Lennon and A. W. Lyman. Before we go too far by Carroll we will not forget "Red" Young, from Westside. He is the third man in the Carroll office, from 10 a. m. until 10 p. m., but lots of nights we hear him there until almost 12. 'Spose Dan has to go and hold her hand one night in the week, anyway.

Westside—Operators, Hall and Van Epps; E. E. Jenkins, agent and yardmaster.

Vail, Ia.—Mr. Smith is the agent; Jack Boyle, from Chicago shops, does the owl act. Jack and the night watch at "AD" are such good friends they drink out of the one bottle, but wouldn't, if the night watch would only bring down two every night instead of one.

Siding, N. U.—Mr. Coppage is the day man, but you can search me, I don't know the other man.

Denison—D. W. Mahoney, agent; T. P. Stubbins, material agent; Mr. Evans, day operator, and Kid McClelland, night operator. "Mc" is all Wright. If you don't believe it ask "KO" about it.

Siding X—Dan Baker and Mr. James, nights.

Arion—E. W. Westerman, agent, and F. C. Belles, night man.

Dow City—Mr. Sherman is the agent.

Siding D. T.—Richards, days.

Dunlap—F. H. Morgan, agent; Van Slyke and Colver, operators. The new depot at Dunlap will soon be completed. The Depot Hotel at "DU" is a thing of the past. No more dyspepsia.

Siding G.—Messrs. Peckenpough and Jay Winsor, from Grand Rapids, Mich.

Woodbine, Ia.—J. M. Hough, agent; Jerry McManus, night man.

Logan, Agent, Scott; day operator, N. C. Nelson; night man, Fred Larsen.

Siding S. C.—Messrs. Danielson and Palmer.

M. O. Tower—Pearl Ewell, days.

Missouri Valley—R. C. Hillis, agent and yardmaster; Messrs. Scheck and Seman.

Loveland—We are informed that Agent Dan Bailey has resigned and will engage in the grocery business in Loveland. We do not know who the new agent is, neither are we acquainted with the night operator.

Honey Creek—R. F. Hain, of the F. E., has accepted the agency at "HK." Mr. Hutchins

gave the position up, as he could get no house for his household goods.

Crescent—We find Mr. Harford as agent. There are several of the boys working with work trains between Missouri Valley and Council Bluffs that we do not know, and have no way of finding out who they are, so, boys, do not feel slighted, as it is not our fault, because we do not know you, but will give you a chance later. The double track will soon be in operation between Loveland and Crescent.

Council Bluffs—Operators Scott and O. J. Wilson. "OJ" is about one of the best operators you will bump up against in your travels from one side of the States to the other. You will always find him ready to do you a favor, too. Members desiring anything published can do so by sending it to your correspondent. Talk the thing over to your neighbor if he is not a member. There is a chance now if you do not embrace it, it will be your own fault. A system division is what we need, and there is no reason why we can not have it.

Let us have a write-up in **THE TELEGRAPHER** often, and show some of these neighbors of ours on other roads that we can be represented in **THE TELEGRAPHER** once in a while as well as they. Best of wishes to all of you. Yours in S. O. and D.

CERT. 2520, Grand Division.

Western Iowa Division:—

* We regret to hear Mr. C. E. Warner, agent at Hubbard, Ia., was called away by the death of his father a few weeks ago. Mr. R. C. Fahrian was installed as agent during Mr. W.'s absence, and Mr. J. O. Asire, from Gladbrook, as night operator.

Mr. Bailey, our night operator, late of Eldora Junction, has resigned and accepted a position as agent at Steamboat Rock, Ia., for the Iowa Central Railway.

Mr. C. Sale, ex-night operator at Jewell Junction, Ia., has resigned and accepted a position as operator on the N. P. Ry.

Mr. Carr, ex-agent of Garwin, Ia., has resigned, and Mr. S. A. Dash, from the Madison Division, Wisconsin, has the position.

Mr. Lyman, ex-relief agent on Northern Iowa Division, has accepted a position as agent at one of the new stations on the Burt Sandborn Line.

Wisconsin Division:—

Mr. Perkins, day operator, Harvard, has been taking a three weeks' vacation. Relieved by the old reliable night operator, Mr. Herrick.

L. Syverson, formerly night operator and leverman at "RD" Tower, has returned after a siege of typhoid and has been rewarded for past good service by promotion. He is now day operator at Janesville shops.

August Syverson, day man at "RD" Tower, is still a victim of typhoid.

E. Dady, day operator and leverman at "GX" Tower, has returned after a week's vacation and reports nine-pound twins.

"MI" Tower is being ably handled by Mr. Moore, successor to Mr. Scringier, who is now working nights at Hartland.

Operator Brigle is now "3"-ing trains at "CM" Tower, Operator Tarbell having gone home to raise chickens.

Dan Regan, the impersonator, is working days in "RD" Tower, while "Kid" Heiden pulls levers by starlight.

Operator Johnson, of Caledonia, is relieving Day Operator Ableman at Harvard (Madison Division), who is away on a much-needed vacation.

Ashland Division:—

Charles W. Farlin is again working days at New London Junction after a few weeks' rest.

J. Towne is back at his old job, New London Junction, nights. Jim recently made a tour of the country with a theatrical company.

Operator Noth is now doing the owl act at Marion.

G. P. Scharl, of Port Washington, is at Wittenberg as relief agent.

V. Leppla has been promoted from New London Junction, nights, to Ausausau, days.

Fred Nichols, lately from the Wisconsin Division, is working nights at Whitcomb.

Rob Heiple has returned from Chicago, where he was called by a death in his family and is now working nights at Aniwa.

NOTES AND COMMENTS.

We want news items from all parts of the system. Send them so as to reach me not later than the 29th of each month. Address E. R. Cram, Sugar Bush, Wis.

Watch for the November "Telegrapher." It will contain important news in regard to the system division.

E. R. CRAM.

Atlanta, Ga., Div. No. 70.

A. & C. Ry. Notes:—

Between Atlanta and Greenville, we find the boys in fairly good shape as follows: At Belt Junction we find Bro. F. P. Cleland, better known as "Bill Nye," holding down days; at night a Mr. Rizer. Next we strike Chamblee with Bro. R. P. Rudasill. Pink is a good man, and the kind that will stick. The next stop is Norcross, with Bro. J. M. Elliott at the key. We find Mr. F. M. Shore at Duluth, then we come to Suwanee, Bro. J. W. Harris, days, and Bro. Wm. Cureton, nights, both very fine fellows. We look out at Buford, and see Mr. C. H. Smith. Our next stop is Flowery Branch, where we find Bro. C. P. Kennedy, better known as "Hot Stuff." It's a pity we have not a few more of his kind. At Gainesville we find Bro. T. J. Syfan, days, with Mr. Tucker at night. Next in line is Bro. M. O. Dunbar, days, and Bro. G. D. Elliott, night, both jolly good fellows, and no doubt have helped several poor fellows for the price of a meal, as there's where you always get your "hot lunches." I have not learned the man's name at Belton. At Alto we find Bro. L. V. Shore, at Baldwin Bro. W. D. Lewis. Cornelia we find J.

A. McCubbins, days, with Mr. B. McCubbins, nights. Mount Airy, Mr. T. H. Walker. Then we come to Ayersville, with Bro. H. C. Rudasill officiating. Our next stop is Toccoa, where we find Bro. F. McAvoy, days. Mac is a fine fellow, and a good operator with it, and the 31st he handles not a few. Mr. Mulkey is the night man. Next in line is Bro. G. F. Sholar, at Madison. At Westminster we find Bro. E. A. Campbell, an all round good fellow. Then we come into Seneca with Bro. J. H. Bryan, days, and Bob Howell, nights. At Calhoun we find Bro. W. D. Griffin. Central days we find Mr. J. A. Crcasy; nights, Mr. W. M. Parson. Then comes Liberty, better known as Freedom, where Bro. R. F. Shore signs the payroll. At Easley we find Bro. W. B. Anthony. Then we roll into Greenville. I am sorry I do not know the boys' names here to make mention, but hope they are O. K.

Elberton Air Line:—

The Elberton Air Line is solid, I am glad to say. We find Bro. C. M. Gaston, at Lavonia; Bro. A. H. Strickland, Bowersville; Bro. F. P. Linder at Hartwell. Then we come to Elberton, the end of the line, with Bro. Verner officiating. I am sorry could not learn boys' names at Royston, and Bowman, but 13 they are the stuff. So, boys, when you see this, don't feel slighted, but "Remember the Main," and give the "Nons" a punch whenever you have a chance.

A. & F. Ry. Notes:—

We will take a trip down the A. & F. At Selma, Mr. L. T. Travis; Woolsey, W. A. Van Devender; Williamson, Bro. J. H. Williams; Zebulon, J. J. Howard; Meansville, Mr. W. C. Sims; Yatesville, E. O. Ethridge; Culloden, Bro. Otis Travis; Roberta, J. T. Wilkins. Then comes the terminal, with J. W. Rundell officiating.

If I have overlooked a brother, or misrepresented any, I am sorry, and hope he will make the fact known in next TELEGRAPHER, as it is unintentional. With these few remarks, I will cut out. Yours in S. O. and D. "D."

Missouri, Kansas & Texas Ry.

System Notes:—

Bro. U. S. Ragland is now working at Colton, Col.

Bros. John Talbot and L. A. Long worked a day each at the wreck near Erie the last of August.

Bro. C. E. Boye is back at Coffeyville as day operator. Did not learn what became of Bro. Chas. F. DeBus.

Bro. W. A. Stuart is working nights at Atoka.

A night operator has been put on at Centerville. A new man on in "D's" office, Parsons, but have not learned his name.

Bro. H. S. Bender has been putting in several days extra in Dispatcher's office, at Parsons. Glad to see you there, "B. N."

Sorry, Bro. Moore, that we could not get the watermelons for you the day you passed through, but all the boys said they could get hold of none.

Of course the boys will all fill out promptly, and return the blanks sent them the first of the month. Make it a point to ask your neighbor if he has.

Notice.—We wish to thank the brothers, and especially the conductors, who so kindly assisted us with the subscription list recently sent out, for the prompt manner in which they handled same. It is gratifying to say that the result exceeded our expectations.

Bro. H. F. Klotz, agent, Beagle, and his brother John, at Parker, will take a vacation, and visit their old home back in Illinois next month.

Bro. L. W. Delaplain is working in the Dispatcher's office, at Parsons.

The members of Bro. Jos. Carr's family are some better at present.

Bro. W. A. Stuart is wearing the agent's cap at Caddo for a short time.

Bro. A. C. Wilson, formerly of Waco, is working as day operator at Franklin Junction.

Have you paid current dues?

L. D. McCoy.

Fourth District:—

The depot at Katy was broken into the 14th of last month, and the Express Company lost about \$30 worth of goods. No tickets or money were lost, but Bro. Best lost his nice dress coat, and now he can't go to see his girl. We would loan you ours, brother, if we had one.

Bro. W. D. Mills has resumed duty at Brookshire. Don't know where Mr. Turner went.

Bro. H. E. Biggs, of Sealy, is off on a thirty days' leave, relieved by Bro. White.

We understand that Bro. E. H. Washburn has resigned as operator at Houston. He was relieved by Mr. Finney. Bro. McCollum gets the night shift, and Mr. Moffett, of Fayetteville gets Bro. McCollum's place at Sealy.

Mr. Bean gets the job at Fayetteville. Don't know where he hails from, or if he is a relative of our worthy Chief or not.

Bro. F. S. Werner, of Lockhart, and Bro. Thompson, of Elgin, have exchanged places.

Rosanka has been opened as a telegraph station, with a Mr. Anderson, of San Marcos, in charge.

There is a new man on at LaGrange, but we have not learned his name.

CERT. 151.

Dispatcher Dunn, first trick at Franklin, is with us again, good natured as ever, after his ten days' fight with malaria.

Dispatcher Wackler is down with a fever, which we hope will not prove as serious as now thought to be. He was formerly Chairman of First District.

Our good Brother, A. C. Eidson, of the P. & D., Div. 5, is with us as agent at Huntsdale, and we sincerely hope he will stay on St. L. Div.

Bro. C. L. Rouse is at Tebbetts again, after thirty days' rest, during which time seven men were at Tebbetts as agent.

Bro. Jeff Maddex, at North Jefferson, has a great time with Missouri chills. We are glad to see he has them bested again.

Operator Ryan, extra man at Mokane, goes to Franklin to work nights, and Operator Scobee comes back to Mokane.

Bro. Hodgson, of Rhineland, is off for thirty days' rest, being relieved by extra man named Hard.

Bro. C. W. Steele, "Owl" at Marthasville, has seen the error of his ways, and proceeded to mend them by taking unto himself a better half, one of the belles of Holstein. Division 22 extends to Bro. Steele and his charming bride best congratulations.

Mr. Merrill is the new agent at Matson.

Most of the boys on St. Louis Division get chance to put in as much overtime as they wish this month. For my part, my 79 hours up to 26th is a little more than I want.

CERT. 80.

Cherokee Division:—

Bro. Moore, formerly day operator at Wagoner, has left this division, and, we are told, is to get the agency at Mokane, Mo., on the eastern division. Sorry to lose him, but glad to have him better himself. He was relieved at Wagoner by Mr. Bennett from the Santa Fe.

Mr. O'Connor, who has been at Leliaetta for week, was relieved by Bert Owens.

H. C. Oliver, agent at Oswego, has gone to Colorado for few weeks, Bro. L. W. Delaplain relieving him.

Bro. F. N. McQuarie, from W. & L. E. Ry. in Ohio, relieved Bert Owens as "Owl" at Oswego.

W. L. Black, Agent, Adair, was sick for few days this week. Bro. Moore relieved him.

Bro. Orin Welch, Agent, Gibson, is taking a much needed rest, being relieved by new man named Grogman, from Neosho Division.

Agent Wilson, at Wagoner, wears a broad smile on account of being allowed another clerk, which he has needed for months, owing to increased business.

New man by name of Bumgarten working nights at Wagoner. Have not learned where he hails from.

CERT. 202.

CARD OF THANKS.

We wish to express through THE TELEGRAPHER our sincere thanks for the very generous assistance extended to us in our hour of need by the noble brothers of M. K. & T. System, Division 22. O. R. T. Words cannot express our thanks.

MR. and MRS. JOSEPH CARR.

Angola, Kan., Sept. 3, 1899.

Boston, Mass., Div. No. 34.

Division No. 34, at the meeting September 3d, unanimously adopted the following resolution:

Be it resolved, That since our last meeting the Allwise removed from our midst Bro. W. I. Stearns, who was an honored member of this Division, and that we sincerely mourn the loss of our worthy brother, this resolution shall be sent to THE TELEGRAPHER for publication, and a copy sent to the afflicted relatives of the deceased.

V. W. BROOKS

C. H. & D. Ry., Div. No. 21.

Cincinnati Division:—

There are quite a number of temporary changes on this division this month.

Bro. Hunsberger, agent at Elmwood, is enjoying a month's vacation with his parents in the northern part of the State. Bro. Bartman, of Gest St., is trying his hand at agency work at Elmwood. Bro. Dave Lattier is working days at "Gs," while extra Opr. Darby is relieving Little (Dave) at "P" nights.

Bro. Wenk is running the joint at Hamilton depot nights, while Bro. Walsh relieves agent Doc. Smith, at B. & O. S. W. Jct., who is taking a two weeks' vacation.

Upon investigation, the "Ghost" reported to have been seen at Brighton, was found to be none other than our worthy Bro. Leigh Sprowls, with a piece of mosquito netting over his head, trying to defend himself against the attacks of the pesky Millcreek skeeters.

M. F. Darby, extra operator, has resigned, to take effect in a few days, and will accept a position with the U. P., at Laramie, Wyo. Volk, night man at Idale, is working at that place days, and Extra Operator Tulley, nights, while "Senator" Thernburg is laying off two weeks to recuperate, and get acquainted with his wife and baby.

Bro. Riner is now P. M. at Busenbarks. Where's the cigars, Rine?

Bro. Kennedy wishes to express his thanks through the columns of THE TELEGRAPHER, to the person or persons sending him the package of Mellon's Baby Food. Any other articles of the same nature will be gratefully accepted; no remarks. Now, "Ken!"

A grand union meeting under the auspices of the Cincinnati Lodge, of the B. of L. E., B. of R. T., O. R. C., and O. R. T., was held at Price's hill house and grounds, at Cincinnati, Ohio, Friday afternoon, August 18th. The meeting was called for 2 p. m., but in order to enable more to attend, was not opened until about 3.30 p. m., when Chairman W. A. Fox, of the O. R. C., with a neat little speech, introduced his honor, Mayor Taffel, of Cincinnati, who made an eloquent "address of welcome," and paid high tribute to all the railroad men and women assembled there, and also those who were unable to attend. His honor retired, under great applause, and was followed by Bro. Corbett, of the O. R. C., who made a short but very effective speech. Bro. Hannahan, of the B. of L. F., came next, and made the speech of the day. Everybody regretted that he got through so soon, when, in fact, he spoke for an hour.

Bro. Dolphiu, of the O. R. T., was to have spoken, but on account of having traveled nearly all night and day, he became indisposed upon arriving at hotel, and was unable to appear until it was too late for him to make an address, as he very earnestly desired to do, when he got well enough to appear on the grounds.

Owing to the fact that the railroads are so busy at present, the attendance at the meeting was not as large as anticipated, but what it lacked in num-

bers it made up in enthusiasm. There were about 800 or 350 present.

After the meeting, the Brotherhood of Lodge 95, B. of L. E., gave their Nineteenth Annual Picnic, which was largely attended, and very enjoyable affair, lasting into the "Wee, sma' hours."

Wellston Division Notes:—

Bro. Kelly is taking a well earned vacation at his home near Windsor, Can. The boys miss his smiling face, and we hear "Where's Ed?" since his departure. A good time, Ed.

"Bush" old boy at "Dy" says too warm to work, and complains about the hot cinders coming in his window. Wait till it gets cold, "Bush," then you can close it. Your idea about cuts for THE TELEGRAPHER is a good one. Try it.

Mr. Rankin relieved Shields nights at "RO" for a few nights; now at Coalton. Mr. Poling, from Erie, is fighting the insects at night at "RO." Come on, boys, get in line quick, delays are serious; this division must remain solid.

Bro. Henson visited Dayton in search of a hammock to swing the boy; also purchased a shot gun. He's going to Austin after Em. very soon. Boys, send in your order, Henson is not liable to hunt the same kind of game that Bro. Thomas did.

Bro. Thomas is now doing "owl" act at Coalton. Wonder why he preferred nights to "AU" days. Think Bro. Toops can tell us.

Bro. McKibben, at "JA" nights, complains about mosquitoes. Wonder if he ever saw that ghost that Bro. Barrett knew so well.

Bro. Penland, at Allentown, has been taking his vacation. Think he attended the Paris exposition.

Bro. Taylor, understand, has gone to the lakes for his health. Think he's a little too fat.

We have an old-timer at "CH" nights, Mr. Kahoe, from the P. H. Good man; understands his biz. We are coming after you, Davey; be on the lookout for a blank. Want you with us.

Bro. McNaughton has left the Key, I, 13, to take job "braken."

The Iceburg has left "CH." Bro. Smith has his troubles just now. His better half is away on vacation, his mother taking care of the household, but took suddenly ill. Smith is doing it himself now.

Worcester, Mass., Div. No. 46.

The August meeting of our division was not very well attended, and most of the excuses were on account of sickness. Brother Brooks was present, however, and explained the situation as it exists, which was very satisfactory and comforting.

The musicale which was given to induce members on the Nashua end to gather, was not the success that our committee expected. It is rumored that a typewriter will be given away in the usual manner, Division No. 46 to get the "commish." If this is true, I hope that the project will be well received.

Who is the kicker on the southern extremity who never comes to meetings, but complains about not hearing anything new? Stick a pin in yourself, old fellow; we are not given to gossip.

When Still River bridge was burned, it gave the system a taste of a tie-up; at least that was the thought in a good many minds during that week. When the rush came afterward, wasn't it hot, and how nice we buckled down all that Sunday to keep things a humming. The latest is "number, please," by Chamberlain, published by trust papers. DAVID.

There are only a few "nons" amongst us on the W. N. & P.; all good operators, but apparently they feel a little sore over some trivial matter. The path of an organizer is a rocky road at its best, and we should certainly overlook any little defects, as it is an unenviable appointment. I consider it so. Those who do not, should throw up their position, and seek an appointment, instead of complaining all the time.

Most of the "nons" are men who experienced a little difficulty in first joining. If we were all so easily angered, we would still be where we were two years ago. Instead, many of us—I repeat many of us, as I am one, and know whereof I write—are enjoying the fruit of a substantial increase, secured since 1899 dawned. For a cause like ours there must be some sacrifice, and being a charter member, I have found this sacrifice light, and not at all annoying.

Most of the men on the General Committee and the Organizers are men who one and all held lucrative positions as telegraphers, some as station agents, some as towermen, and others in superintendent's offices. Now, there is an opinion quite general that those men receive fabulous salaries. To prove this false impression, I refer members to supplement of July Telegrapher, which shows the individual salary and commission of each organizer. As I said, some of these men worked as assistants to dispatchers, in superintendents' offices, and I ask any fair-minded O. R. T. man if it was not sacrificing their future a good deal to be compelled to resign their positions for an uncertain "quantity," because they belonged to the O. R. T. Brothers, the General Committee deserves our support, financially as otherwise, and please do your share toward aiding them.

LENOX.

Macon, Ga., Div. No. 114.

Met in regular session at 10 o'clock a. m., on August 13th, with Bro. Henry Garrison in the President's chair, and Bro. V. H. Cain, Secretary. There was a larger number of members present than on any previous occasion, several visiting brethren, and some of them members of our division. The proceedings were entered into with unusual zeal and earnestness by all present. We don't have any dull, sleepy attendants at our meetings. Every one works, and takes a personal part in everything that comes up before the division with an unmistakable enthusiasm that shows they are all well aware that the time has come when every member must show his strength and colors, and we are very proud to be able to so quote them. It denotes an awakening up to

the importance of an earnest endeavor to promote our Order, and advance it to that long-prayed for and hoped-for place among the great railroad organizations, i. e., at the front. We can lead; why not?

Let every O. R. T. that eyes this article go to work, especially our own division boys, and help to plant our colors at the front.

Central of Georgia Ry. System Notes:—

Bro. C. A. Cooley has actually gone West. "God be with you till we meet again." Last was heard of him, he was stopping at a little town on the edge of the Indian Territory, and wrote back that he was going to get him an "Injun scalp."

Bro. J. W. Perry, at Forsyth, has moved into the new passenger station. We can offer our congratulations, as it is a much needed improvement. Bro. Perry deserves this, and more, too, as he has served long and faithfully. "May him and his live long and prosper."

Bro. D. A. Nolan, at Griffin, is up to his eyes in business, as chief clerk, to the agent. He can get there all right.

Bro. Bailey Snider, from Griffin, paid us a snap call the other day, and our night man got with him, and—well, I—no, I won't say it now, but next time they go where they did this time, I will tell.

Rev. Mr. Chiple, nights at "MD," worked in General Office a few days, Bro. J. Shackelford, from "K," relieving him. Both these boys will "get on top yet."

Sister Mattie Culpeper, agent and operator at Fort McPherson, joined us at our last meeting. We make this mention with more than ordinary pleasure, as we have long hoped to see her one of us, and now that she is, we will congratulate the O. R. T. on securing this lovable and christian-hearted lady. The order can only be better with her in it.

Bro. Chesly Bruner is still smiling himself away over the ticket counter at Union Depot, Macon. Better mind, boy, some traveling lassie will steal your heart yet.

Bro. J. J. Montgomery, in General Office, Macon, is to be married soon. Nothing like it, except Masonry. He is getting grapes and flowers, and one of his country sweethearts sent him a basket of home-made "sausengers" and "backbone," and, by the way, he needed the backbone, too.

Bro. C. W. Arrington, of Condor, Ga., on W. & T. Ry., attended our last meeting, and was meeting, looking as dignified as ever. Come again, brother, you will be welcomed. Bro. A. and his lovely wife have a fine O. R. T. son.

Bro. T. W. Duffy, our ex-Chief, came up last meeting, looking dignified as ever. Come again.

Bro. L. H. Joyner, from the A. & W. General Office, Atlanta, met with us last meeting, and, as usual, took an active part in the work. Our brother has transferred his residence, but still honors us with his membership in Division 114. That is proper.

Bro. R. D. Pyron has been transferred to G. & A. yard, Savannah, and makes frequent trips to

Tybee. Guess he keeps clean, as there's lots of water there.

Bro. E. O. Ivey has returned to Pooler, after a two weeks' vacation. "NA" is a hustler. Five miles walk is a common occurrence with him, for the sake of an hour's stay with his "bestest" girl.

Bro. A. W. Waller is still at Bloomingdale, and tells us he is wearing an O. R. T. badge, and also an A. J. O. of U. A. M. pin—this is a huckleberry over our persimmon.

Bro. C. R. Powell has been transferred from Dover to Meldrim as agent. "CM" knows his "biz," and can be counted on as a heavy supporter of O. R. T-ism.

Bro. Geo. Davis is night man at Meldrim. Anybody that will send him a lock of warm hair will be doing an act of kindness. It will remind him of better times.

Bro. H. C. Pyron is at Egypt, but he ain't no mummy, not a little bit; he carries an up-to-date card—desideratum.

Bro. R. T. Cole is now days at Wadley, lank and lean as ever, but gets there just the same.

Bro. Riser is an early riser at Bartow, and keeps matters O. K. at all times.

Bro. Smith still at Davisboro as happy as a lord in his little "sinktum sanktum."

Bro. Heminger, at Toombsboro, has been "sorter on the off list" lately. Hope he will soon be O.K. again. He has our sympathy.

Mr. J. G. McDowell is now at C. & S. crossing. He is an old timer, but has been engaged in private business some time. We expect to soon have with us in 114.

Bro. R. B. Griffin, at Munerlyn, is not to be looked upon as a "hold off" any longer, and we trust all others who are not now members will follow his example.

Bro. and Mrs. Horne, of Gordon, have been off on a vacation. Mr. C. E. Pyron and Bro. Davis filling their places as relief.

Bro. Riser, from Bartow, worked few nights at Ocmulgee bridge, not long since.

I would like very much to hear from any brother or sister, not later than the 20th of each month, giving me any item of a personal or O. R. T. nature that concerns members or applicants to our Order. My address is "Sx," Macon Junction, Macon, Ga.

Boys, the O. R. T. star has at last risen, and it is becoming so bright that it can be seen with the naked eye in midday light. It is a fixed star, and can be seen from Maine to California, from the Arctic circle to Aspinwall. It will continue to enlarge and brighten until its dazzling beauty will shine out all over the world. So try and add to its lustre, but never be the one to cast a shadow on its growth. "Sx &."

New York, Div. No. 44.

Our first meeting for August was a great success, no less than thirty-five members being present. Business was commenced promptly at 8:30 p. m., by President Enright calling the meeting to order. After the opening ceremony, and the reading of the minutes of the last regular

meeting, the regular order of business was suspended, in order to initiate three candidates who were in waiting. A short recess was then taken, in order to congratulate the new-made brothers.

Seven applications were received, and upon ballot were declared honored members of this division; also two were admitted upon transfer cards, from Division No. 8, and Division No. 131.

The Auditing Committee, consisting of Bros. A. L. Kipps, L. D. Zeck, and Jno. Tucker, having made a thorough examination of the books and accounts of the Secretary and Treasurer, submitted their report, which shows the financial condition of the division to be in a most satisfactory condition, and the books and accounts being kept in a business-like manner. The division is entirely out of debt, and by the first of the year, will have a surplus on hand. Upon motion, the report of the committee was accepted, and a vote of thanks tendered them for their labors.

Numerous communications were read, and bills to the amount of \$7.77 were ordered paid.

Bro. K. E. Enright addressed the meeting to some length, under Good of the Order, and proposed that we have a lecture on September 8th, to be delivered by Prof. Alfred B. Westrup, late Professor of Economics, Wisconsin University. This suggestion meeting with favor, a motion was made and carried to secure the services of the professor, who will, no doubt, deliver a lecture of interest and profit to all who may be able to attend. It is hoped to have some instructive lecture or other amusement at our meetings frequently throughout the winter.

There being no further business, adjourned at 10.45 p. m.

The second meeting for August was held on Sunday morning, the 27th inst. The attendance was rather light, on account of a number of our day men having gone to the beach. The meeting was called to order at eleven o'clock by Bro. E. R. Collins, Bro. A. J. Atkins acting as secretary. The minutes of the previous meeting were read and approved, after which three petitions for membership were acted upon favorably.

One brother was admitted upon a transfer card from Division No. 256, and bills for supplies for the Secretary and Treasurer, which were approved at our last meeting, were ordered paid, and numerous correspondence read and ordered filed. The meeting closed at noon.

All members are requested to attend our regular meetings, to be held Sunday morning, September 24th, and Friday evening, October 13th, also the Federated meeting, Saturday evening, October 21st, at our hall, corner East Avenue and Third Street.

Members desiring application blanks, literature, etc., can secure the same by addressing the Secretary and Treasurer, Bro. Hinterleiter, Box 257, Corona, L. I. Non-members desiring to join, can secure full information from any member.

A. J. ATKINS,
Division Correspondent.

To Officers and Members, Division No. 44:—

Commencing October 1, 1899, you will please send all communications and remittances for the

division to me at No. 149 Fifth Street, Long Island City, N. Y., instead of Corona, N. Y.

Yours in S. O. & D.,

J. F. HINTERLEITER,

September, 1899.

L. S. & T.

Cumberland, Div. No. 162.

Division No. 162 held a very interesting meeting last evening, and elected your scribe as the local Secretary and Treasurer to fill the unexpired term of Bro. C. S. Houser, resigned, account Bro. Houser going to Pittsburg to reside there. We all wish Bro. Houser success in his new field, and hope we will see much of him in the future, if possible, at our meetings.

It is the intention of Division 162 to have a smoker within the next sixty days, and we would like to have as many of our members on hand as possible at our next meeting, to help us keep the smoker a smoking success.

There are a great many members of this division who make no effort to come to our meeting room, but I hope they will make an effort to be there next month sure, as a great deal depends on each and every man doing his share. I am sure that if every man knew what transpired last night, he would be on hand next month to help us by helping himself. With best wishes for success, I am,

Yours in S. O. & D.,

R. CORNWELL.

Norfolk & Western Railway.

The first thing I do when I get my TELEGRAPHER is to look for some items from our division, but, alas, I have failed to see them for many a day. Now, brothers, wake up and don't sleep all your sweetest life away, take an active part in our organization, and help us out. Write letters to our TELEGRAPHER, and request them to publish them. They never refuse, and the letters from home are always the sweetest. If you could only be persuaded to write a few letters, you and all the members would enjoy it so much you would take pleasure in writing a few lines every month. Now, perhaps, I am the youngest member of our division, but when I pick the TELEGRAPHER up and see nothing from our division, I wonder sometimes if we are all dead. Now some of you agents and night operators, and, in fact, all of us, must certainly wake up. The idea of living in silence all our lives is simply nonsense, and we must take heed.

RED BIRD.

Pocahontas Division:—

We are pained to chronicle the sad and untimely death of Mrs. J. E. Jones, the beloved wife of our esteemed brother, J. E. Jones, who departed this life to take up her abode in the great beyond on Thursday, August 24, 1899, at Bluefield, W. Va. The deceased contracted typhoid fever, and was only sick about two weeks, notwithstanding that every possible remedy known to the medical fraternity was used.

Mrs. Jones was an excellent woman, possessing every character of a christian lady. She was a kind and affectionate wife, a loving mother, and

was a friend to all and her death is deeply mourned by a wide circle of friends, while we humbly bow to Him who doeth all things for the best, we tenderly extend our heartfelt sympathy for this heartbroken boy whose sweet young wife was the joy and pride of his life.

August 31, 1899.

A BROTHER.

Colorado Midland Railway.

No doubt a few lines from the "C. M." would meet with pleasing sight to some of our brothers far and near. So here goes: It is truly pleasing to note how many operators from along the line will jump off from passing trains with card in hand and run in to make themselves known. Then after the short brotherly chat I sit down to think and as my mind jumps from call to call I find the "nons" are few and nervous in their system. We are gradually gathering them into the fold with a majority of the remaining few almost ready to hoist the flag. There was a "non" telling me as an excuse shortly that he worked on a non-scheduled road once where he drew a better salary than he is now getting, and was treated better by the company and he could see no use in paying dues for nothing. This man draws enough overtime now in one month to pay his dues for a year. I wonder from what source that comes. I don't wonder at him once drawing better salary, though, for he is now "AGT" in big letters in a shack on the mountain side, and I noticed a ranch house about a mile away. Brothers, go after such fellows, if they are so stubborn that they won't listen and help the cause that gives them comfort and fat salary, we had better tie a can on them with some rocks in it. Another scheme let me insist upon, that is "get a pin and wear it so that when we meet a brother anywhere we will know who he is at sight and may give him the glad hand.

I am pleased to see the activity manifested in some of our brothers by "going after nons." That's good, boys, keep it up. There has been so many changes on the line lately that there are several which I have not yet met nor learned their names, but will give a list as best I can.

Starting at Colorado Springs, we have Mr. Stewart, operator, and Bullock and Proudfoot dispatching. Our old friend Tim Kearns, from Newcastle, learning the "biz" to fill the vacancy made by Mr. French. We understand French will accept a position in Colorado Springs dispatching for the Santa Fe. We hate to see you go "F." Colo. Cy. is Brother Collier nights and Mr. Vaughn days, Bachelor having gone to "Mo." as Mr. Payn's clerk. Manitou is Bro. R. T. Danaway, and at Green Mt. Falls is Bro. M. G. Cruthfield, running the station through the summer season. Woodland Park has Bro. B. A. Beckenstine, agent, and Mr. Bentley nights. Success to you "Be" in your promotion. At Divide we find Brother J. H. Mitchell doing the night act and Bro. C. W. Eaton days, who has just secured a new card. Give us your hand "C. W." At Florissant is Bro. Sater nights and Mr. Erwin days. Freshwater has Bro. W. L. Coleman, staunch and true. Hartsel, Bro. Caldwell, the same. Bath,

Bro. Williams, who starts the pushers at night. We see Bro. Smith, at Newett, has struck great luck in his mine, and will bid farewell to pounding brass. I wish more of us were so lucky. Two new men at Buena Vista. Haven't learned their names, but if they carry cards they are O. K. At Ark. Jct. we find Mr. Baum, agent, and C. M. Robinson nights; good men but have fallen by the wayside. Leadville has Bro. Harrington days and Bro. Werts nights, who has just secured a new one. Bro. Rubendale is enjoying a sixty-days' visit among friends. Rusk has Bro. J. D. James, a red-hot member; while at Ivanhoe are Bros. F. G. Benerlin and W. G. Cole, who run trains through the tunnel day and night. At Sells is Bro. Cryspell, and Thomasville is Bro. Lowe. At Basalt we find Bro. D. W. Otten, jumping sideways in day time, while Bro. E. F. Glass does the dark act. At Cardiff is Bro. Mason and Keller. At Glenwood is Bro. Kirkpatrick. We were glad to grasp the warm hand of Bro. Kennedy going to Newcastle to take the place of Kearns. Success to you both in your honored promotions.

Sorry to hear Bro. Sayre has left us to accept a position in Colorado Springs, but its a promotion and it shows the active brothers "get there."

Bro. Buchanan, from Divide, has also left us to accept third trick dispatching with the M. T. at Cripple Creek. There's another, good for you "Bu." We miss you here though.

As this is about enough for one time will ring off. Let us hear more from our neighbor roads.

If I have failed to call some one "Bro." it is not intentional, for am not acquainted with some and may be mistaken.

"CERT. 51."

Canadian Pacific Railway.

North Bay Division:—

A few lines at this time might not be amiss, as it makes the third anniversary since the C. P. R. telegraphers decided to have better times. Looking back over the past three years we cannot but note the continued progress, and reach out with renewed zeal for a brighter future.

Winter coming on, and with it the expectation of more train work, longer hours, and last, but not least, more extra pay, should be an inducement for non-members to see their way clear, financially, to put in their applications. I would like to hear from the brothers who may have had the same to contend with, what is the best way to corral the wily non-member? He who participates in the increase of a schedule, better hours, seniority advantages, and general good things derived from hard and anxious labor for years. Of the above class we have a number, some who, when the wages were below the present minimum, could afford to belong to our noble Order, but who, after receiving an increase, good rules, etc., enumerated above, could not afford to lay aside one month's increase, and show their appreciation of an Order that had done so much for them.

Remember, non-member friends, the rest of the boys do not wish for you anything but the best that is to be had on the divi, but they certainly feel disappointed at your actions.

Now, you have all been invited to put in your applications, a number having promised also, but forgot the promise nearly as soon as made. There is no question of your ability, if you had the inclination, come in, and show your brother workers that you are not afraid to be classed with an organization that has in the past stood by our labor with a ready hand to see that we were accorded fair treatment.

Some have the excuse that they should not be compelled to pay the insurance, that they have all they care to carry, in fact will not carry another cent. While this is as they wish, yet there is three grades of insurance, and I am certain there is not one man on this division that would be made to feel 35 cents every two months. Another excuse is that they do not like the way things are being carried on, they forget that they are doing nothing to remedy matters by remaining out. If things are not as you like, get an up-to-date card, and come to the meetings, agitate for the abolishment of the condition of affairs that are not pleasing, all are asked to express their views. Don't remain out and feel sore.

Bro. 202 in last TELEGRAPHER mentioned the loss this division had sustained through the removal of Mr. G. J. Bury, our superintendent for the past ten years. Mr. Bury has the best wishes of the entire division with him in his new sphere of labor.

We understand Webbwood and White Fish stations are to be rebuilt. Bro. Webster, agent at White Fish, will have to abolish his box car, much against his will (?).

Rumor has it that Bro. Dickson, relieving agent for the past two years, leaves our division for a more lucrative position on the Algoma Central, now under construction. We are sorry to see you go, R. W. Don't forget us.

Mr. G. W. Hutcheson, Chief Dispatcher, has resumed duty, after a well-earned vacation. Bro. W. B. Way was in charge in his absence.

Bro. Moran, operator at "UN," is now away on holidays, Bro. Phillips relieving him.

Bro. Marshall, who was our local chairman until the end of June, has resigned his position at Chalk River, for a better one on Mr. H. B. Spencer's division. We extend good wishes, Bob.

Bro. G. T. Coleman has been promoted to relieving dispatcher. DIV. COR.

Eastern Division:—

September TELEGRAPHER just received and read with pleasure.

The correspondence from "Soo" Branch was well written up and does credit to the man who drove the quill. I don't think, however, he did credit to some of the "nons." As a matter of fact some of the "nons" he mentioned are the best men in the service, whole-hearted fellows. It occurs to me we make a mistake when we "slug" our brothers (brothers, even though nons) just because they are not in good standing. The undersigned knows every mother's son of them, and it hurts his feelings to see good men and true, "smashed" in this gentle fashion. Go easy,

"202." There's a verse somewhere that runs like this:

"Down in the human heart, crushed by the tempter,
Feelings lie buried that grace can restore,
Touched by a loving hand, quickened by kindness,
Chords that were broken will vibrate once more."

Let's try some of Sir Wilfred's "sunny ways."

Bro. George T. Coleman is relieving the dispatchers in North Bay. George is a favorite and deserves his promotion. We wish him unlimited success.

Bro. W. B. Way is relieving Trainmaster G. W. Hutcheson.

Mr. Buchan is again filling the agent's chair at Chelmsford.

The novelty of the "Imperial Limited" is wearing off, but she gets there, all the same.

Our new superintendent, Mr. Kennedy, has made a good impression all around and seems to be an up-to-date, live man. We wish him success and would urge the hearty co-operation of the fraternity. Mr. Kennedy telegraphs well, which is a great assistance to all concerned.

Rumor says Bro. Joe O'Meara has been offered a good position under Superintendent Bury, at Fort William.

During September the general and divisional superintendents and a number of train dispatchers from the C. P. lines east of Fort William, were in consultation at Montreal regarding the proposed adoption of the Standard Code of Rules and Regulations. It is generally understood the new rule book will be out soon. We will be glad when it comes.

Let's hear from some one else on the Eastern Division next time. Where are the W. D. and Atlantic Division Cors? Yours in S., O. & D.,

J. D. ECKSTED.

Ontario & Quebec Division:—

Bro. Minore is away on holidays. Relieved by Bro. Patterson.

Mr. Johnson, agent at Winchester, is enjoying his two weeks' full pay. Relieved by Agent Preston.

Our dispatchers on east end are having a busy time at present, on account of so many ballast trains, but more work means more pay all around, so let us all keep awake and give them all our best assistance.

Bro. McCaepin, of Green Valley, is back from his holidays. Relieved by Relieving Agt. McRae.

Bro. Weaver still makes a trip now and again to Tweed to assist the Chief Constable.

Bro. Hurd, of C. H., was off a few nights on account of sickness at home.

Bro. Cook, at G. R., is back again after spending two weeks' pleasant holidays with friends in Ottawa and Kingston, and once more resumes the old run to Green River.

Dispatchers S. R. and J. B. are away on holidays.

There are quite a number of new men on at present. Wonder if they have an up-to-date card. Ask them, and if not find out why.

Bro. Colleye, at R. E., is away on holidays. Relieved by Bro. McRae.

Bro. Simpson, at K. N., who has been sick with typhoid fever, is recovering slowly.

CERT. 675.

O. & Q. Div.

It was a source of great pleasure to me to see Cert. 1213's leader in last month's TELEGRAPHER re-stated salary from express companies. Express companies do not hold us responsible only for money orders we handle and for using correct rates, but also for safety of money consignments and other valuables which pass through our hands. There are but a few offices on this Division where the express commission reaches \$3 per month and the majority fall below that figure. There are very few of these offices provided with the proper and safe facilities for the handling of money and valuables, and we, as the custodians, are placed in the position of constant danger from lawless and desperate characters, who prowls from station to station throughout the country. So far the responsibility has been forced upon us and paid (say it quick) for at rates express officials, please.

While we honestly sympathize with people in despotic countries, where to a great extent expression of thought is repressed, in my humble opinion, we owe our sympathy to our own condition first, and use our efforts to rid it of any vestige of tyranny.

My suggestion in this matter is a stated salary arrived at on same basis as our salary from railway companies.

CERT. 758.

All members who are in arrears of current dues will kindly remit at once and save our noble Order the unnecessary expense, as well as saving your local chairman that unpleasant task of sending out dunners. Come, boys, get an up-to-date card so you can have it in time to attend a meeting to be held in Havelock at an early date. We would like a full attendance, as some important matters pertaining to our future welfare will be brought up. All will be notified in due time, so that everyone will have a chance to arrange to be present.

Yours in S. O. and D.,
R. G. GREEN, L. C.

Toronto, Grey & Bruce Section:—

Bro. Buchanan, Agent Grand Valley, is off on his vacation, relieved by Bro. Charles Cuthbert.

Bro. Phillips, of Waldemar, is off on his holidays, Bro. W. H. Sanderson relieving him.

Operator F. S. Sanderson, late of Owen Sound nights, has been appointed day man at Wingham.

Bro. Caesar has been appointed day operator at Parkdale. Billy says it is a hot place to work.

Bro. Patterson, agent at Woodbridge, is off on a well-earned vacation, relieved by Bro. Ray.

Operator Carnegie, who has recently been doing day duty at Owen Sound, has been transferred to Toronto Junction for a short time.

We are pleased to hear Bro. Fremlin, of Owen Sound, once more on the key, he having resumed duty on the 15th after a month's illness.

Bro. Moir resumed his duty as agent at Berkeley on the 18th. Success, Charley?

Your scribe left on Friday, Sept. 23, for Washington, D. C., and other Eastern cities. Relieved by Bro. A. Houston.

To the Members of Division No. 170.

"In union there is strength." "Knowledge is power."

Organization, as applied to railway labor, is a union of thought and effect, that we may have some power in shaping our own destinies. Individually we have no weight, no power, as against a corporation. We may have our grievances and take them to the officials, but the "management" may consider them as trivial and of no importance, and we are dismissed with a wave of the hand, and no further thought given to the matter.

But if we are members of a well-organized and intelligent body of workmen, and our grievance is presented by our accredited representative, they at once recognize our "power" and are willing to listen to us and to arbitrate the case.

Recently there has been a grand movement carried out on the lines of the Pacific system of the Southern Pacific Company, and a thorough organization of the Order of Railroad Telegraphers has resulted. In fact, the order is better and more thoroughly organized than ever before on this system. We have secured a splendid schedule, and new members are coming in every day, and the boys are congratulating themselves on their splendid success and the grand work of the Executive Committee.

We have had at our head a man who has proved himself to be a great organizer, and one whom we believe is destined to be a leader and central figure in labor movements.

We need such a man at the head of our division permanently, and I understand the question is soon to be put to the membership to decide by vote whether or not we shall retain him in the general chairmanship at a regular salary.

Now that we are organized we must keep organized. Our organization must have a head to it, it must have a directing and controlling power. We cannot stand still, we must go forward or we will go backward. The thing will not run itself.

We must keep up the interest, we must keep moving, or we will soon lose half our membership, become disorganized, lose our power, and soon find ourselves back where we were when we started.

We have found a leader we have confidence in, one who will guide us safely, keep up an interest in the workings of the order, instruct the members in the rulings and benefits of the schedule, and help to see that its provisions are carried out.

Our part as well as the company's. And further, we believe that by the interest he will create, and the new members he will be able to bring in, and by looking after our interests in the order, he will put more money into the treasury than he will take out in salary and traveling expenses.

With proper encouragement and management the Order is destined to become one of the chief factors in organized railway labor, and it is of the utmost importance that we have a salaried executive officer, who may be free from any possible annoyances from discrimination on account of taking a leading part in such organization.

Boys, look at the question from all sides, and be ready to vote intelligently when the time comes.

CERT. 1,099.

At the regular meeting of the Division on Sept. 9 the following resolution was adopted:

Whereas, The Mysterious Power which rules the universe has taken from our midst and away from scenes of earthly activity our worthy brother, G. K. Smith, agent at Glendale, Ore., well and favorably known among his fellow-workers, and an esteemed and honored member of Pacific Division 170, O. R. T., and it is fitting that we, as members of said division, record our appreciation of his worth; therefore be it

Resolved, That we, as members of Division 170, O. R. T., and in behalf of the order, express our heartfelt sympathy and sorrow upon the loss of our esteemed brother, and extend our deepest sympathy to the bereaved relatives of deceased; and be it also

Resolved, That a copy of these resolutions be spread upon our minutes and published in the Telegrapher. Yours sincerely,

B. A. MEYER,

M. A. MICHELSON,

E. B. PENGRA,

Committee.

Buffalo, Division No. 8.

No. 8 is still in existence, although we have not been represented in THE TELEGRAPHER for some time.

Bro. Hallock, our efficient L. S. and T., is chasing the "nons," and lands one occasionally. We would like to see more of our members get out to meetings. Remember they come on the fourth Thursday night of each month.

The telegraphers employed on the W. N. Y. & P. Railway should invest part of their 5 per cent increase in the O. R. T. They will never regret it. We would like to see some of the petitions that were promised from the W. N. Y. & P. several months ago.

An organizer is expected to be with us soon and he will help to wake up the sleepers. Will cut out now and reserve strength for next time.

CERT. 28.

F. & P. M. Ry., Division No. 39.

It is pleasing to note the progress our noble Order is making in the Wolverine state of salt and lumber fame, and while we trust others are enjoying an equal degree of prosperity, we want all to understand that the forests of Michigan are rapidly being filled with O. R. T. Brothers.

And loyal brothers you will find, every mother's son of them, too, according to reports from brothers who have had occasion to be among them.

The F. & P. M. boys started the ball a rolling eighteen months ago, and we have been leading them a merry race since.

The D., G. R. & W. boys have since fallen in line, and we understand that road is now 90 per cent. solid, with others dropping in as the money market eases up.

The C. & W. M. boys are not slow, either, if anyone should seek this information. They have been up and doing these few weeks past, and they are about to make their debut to the O. R. T. world in a very promising manner. Such are conditions where a few months ago one scarcely ever heard anything of our Order, and where now one may hear the merry song of O. R. T.-ism sung in a manner that bespeaks numbers and better conditions in the future.

The three roads are now practically consolidated, and only details need to be worked out. But in the meantime we have not been idle and merely looking on. In anticipation of this, we have been putting members on the roads in Division 39, and when the new system is an actual fact we will have already consolidated, and with the larger territory at hand, Division No. 39 will be up among the banner Divisions.

The past week has proven what a little hustling will do on the part of individual members. One brother has secured several new members and has many promised. A little of this work by other brothers who have nons near them will soon clean out the few remaining.

After October 1st, on the beginning of last quarter, dues being only \$2, makes a rate of \$5.50, which, together with M. B. D. application fee, makes a total of \$6.50 on new members, and pays all dues and fees up to January 1st, 1900. This is an opportunity and many will doubtless find the necessary wherewith.

Those who are still delinquent for dues may not receive their TELEGRAPHER this month, and should they not they will know the reason. Keep abreast of the telegraph times and read our official organ.

If someone on the D., G. R. & W. and the C. & W. M. will write up a few notes and send to Bro. Landry, A. L. S. & T., he will see that they reach the Div. Cor., and we can thus keep our brothers over there posted. Let us hear from you before the 25th of month. With continued success for the Order and best wishes, I am

Yours in S. O. and D.,

DIV. COR.

First District:--

Opr. "Sandy" Dunn of the Dispatcher's office, days, has been promoted to the Dispatcher's chair. "Sandy" is the man for this position, and his many friends wish him success. Opr. West, from the West Shore, is at present filling the vacancy in the Dispatcher's office made by Dunn.

Grape season is now in full swing and things are getting pretty lively along the road. About

thirty new operators have been hired and still coming.

Bro. Page is working days at North East, and Daniel Fonda nights. Frankie won't do a thing down in that grape station. Suppose he is snapping that kodak at every old thing.

The night office at Ripley has been opened. Opr. Sullivan is working there at present.

Miss Jones is working in the Agent's office at Brocton, and Opr. O'Connor in the agent's office at Portland.

Opr. Ruggles is working at NyPenn days.

Showalter, at Conneaut yard, nights, has purchased a bath cabinet and sleeps in it days. He says he wants to get his money's worth.

"Dad" is going to fish in it the first chance he gets.

Bro. R. W. Keys has resigned and hied himself to pastures new. Sorry to lose him.

Mr. Cox is now second night man at Conneaut yard office. Wonder if he uses Harry's new bath tub daily, also.

Second District:—

Mr. Vanderslip, nights, Ashtabula, off on vacation; relieved by Opr. Signs "VO;" don't know his name.

Mr. F. B. Guinan, Agt. Madison, has accepted position of Chief Clerk in Lorain freight office, relieved by Asst. Relief Agt. Sherwood until Agt. is appointed.

Bro. Hill working days as operator at Madison, with Mr. Grammes nights, during grape season.

Mr. Duncan working at Mentor days as operator. "BS" office Willoughby opened days, with Bros. Burnett days and Mr. Temple from Kimball nights.

Mr. Sice days at Wickliffe; E. R. Miller Agt.

Mr. Burke, day operator at Euclid and Mr. Vandyke, nights, with Mr. H. S. Dunlap as night agent.

Mr. Tiffany, who relieved Bro. Cosgrove days at Woodland, is off sick, being relieved by his night operator. Mr. Higgins, who, in turn, is relieved by Mr. Tantz, a new man.

Mr. Beaumont, nights, Broadway depot, Cleveland, off sick, relieved by Mr. Sullivan.

Mr. Green is day operator at Dover, with A. R. Woodgerd as night agent.

Mr. Fealy is back at Lorain nights.

Mr. J. A. Carpenter, agent at Avon days.

Mr. E. B. White is at Painesville nights and has had a time dodging the girls there.

Mr. Blakeslee is night operator and grape clerk at freight office, Cleveland, and I 13, he has his hands full.

Mr. Simpson, nights, Bellevue yard, was presented with a fine boy, and about the same time Mr. Thomas, days at the same office, was presented with a nice big girl. Wonder who got the prize?

If some Bro. on the first and second District of the Western Div. will interest himself enough to send me the happenings in his district, I will see that the whole line is written up each month. Remember, brothers, that this Div. is paying a

commission of \$2.50 for each member initiated into the Div., and if you cared to do so you could soon earn a few extra dollars each month with very little effort on your part. Roll the applications in as fast as you can. I can take care of them.

Mr. C. Middleburg, North East, nights, was working at North East freight house as day operator for the grape season, but I 13 he has resigned to accept a position on Big 4 at Cleveland. Wonder what the North East girls will do now? Mr. C. E. Ferbe relieved Mr. Middleburg at North East freight house. Mr. G. McCullen is working at State Line during grapes. CERT. 3.

West Seneca is now open nights and is held down by Opr. Carlson. G. Odell, formerly operator at Brocton on W. N. Y. & P., has been promoted to Agency at Lake View, vice Smith, transferred to Hidetown, while A. Thompson, formerly student there, is holding it down nights.

Chan, Stedwell is at Irving nights in Opr. Kidd's place, who has taken the Agency at Van Buren during grape season.

At Concord, we find Bro. Cosgrove acting as Agent. Says it's a snap. Understand if he ain't careful what he says in front of that fat man he will not have his snap another year. How about that, "Cos?"

Opr. Ronan is working days in Dudley's place, who is acting as clerk at Westfield for Mr. Hall, and J. Blatner, better known as "Bismarck," nights. Opr. Elnsworth is Agt. at Walker's new spur, put in this fall.

Opr. Page, formerly nights at Wallace Jct., is working days at North East. Opr. Funda nights.

Understand that the grape engines at Erie and Brocton go on Monday known as the rough riders, Eng. 39, Conductor Doran at Erie, and Conductor Bickers and engine 54 at Brocton. Look out "Cn," get your mill ready, for pick up and answer. CERT. 10.

Division No. 52, Pittsburg, Pa.

The regular meeting of Division 52 was held Sept. 16th, with a very large crowd of the boys on hand. All the officers were present except the First Vice President, and he was detained on account of working nights.

Bro. W. L. Grubb of Division No. 10 is now located in this city and requested that he be accepted as a member by transfer. A ballot was taken and he was elected a member in the usual manner. The Secretary read twenty-seven petitions for membership, all of whom had been initiated by the several organizers of the Division, the majority of them by Organizer Dacres.

One brother requested permission to teach the art of telegraphy to his sister, as she was compelled to secure employment and had decided on this work in order that she might assist her brother in taking care of the loved ones depending on them for support. This was a worthy cause and dispensation was asked for from our President.

Voucher for four weeks' sick benefit was ordered drawn in favor of Bro. B. F. McManus, who is ill with typhoid fever. A voucher was also drawn in favor of Bro. D. M. Hope for three weeks' sick benefit in full. Bro. Hope returned to work Sept. 4th. Another voucher was ordered drawn in favor of Bro. Deshong of Pinkerton, Pa. for three weeks' benefit. Bro. Deshong is suffering from acute rheumatism and is yet off duty.

We hope to see some brothers from the P. & L. E. and P. & W. attend our meetings in the near future. It certainly is to their individual interests to attend our meetings. They surely cannot expect the members from other roads to legislate matters in their behalf when they are not present. Wake up, boys, and see if you cannot show the boys on the other roads who are regular attendants that you can attend and help to take care of things that concern you alone.

We understand Bro. E. C. Hunter, who formerly worked on the P. & L. E., has secured a more remunerative position and is very well satisfied with it. We don't know the nature of the same and so cannot tell you.

Operators seem to be as scarce as "hen eggs" lately, and this is a good showing and a sign that not only the operators but the railroads are prospering.

The Secretary, Bro. J. W. Barber, advises us that on and after Oct. 1st, 1899, his address will be 266 South Highland Avenue, Pittsburg, Pa., and requests that all brothers make a note of this.

JIMIE.

W. & L. E. System, Div. No. 55.

Seeing no correspondent from the East End lately, I will attempt to give some of the changes. Every member on the East end is in good standing until December 31st, 1899. We are having many changes on the road at present. Rumor has it that Mr. E. O. Lewis of Novane will shortly leave the road. Mr. Lewis is a good man and will be a good man for any company who may be so fortunate as to secure his services.

Bro. Etling, at Somerdale, does the "O. S.-ing" days. Bro. Pullem, nights. New Cumberland will read Bro. C. C. Webner ere this reaches the eyes of the readers. Bro. J. P. Clay of Sherrods-ville is now handing out the cigars. He was married the 14th of August to Miss Nanagon of Sherrods-ville. The wishes of the brothers are all to Mo for long life and happiness. Davy Gibson still makes life happy for the nons around B. W. Scio. Still silent but looks very favorable for the near future.

Bros. Wood and Lemasters at "J" are still working like beavers. Bros. Carr and Bricker are still selling milk tickets at Adena. Bro. Parlett is turning the switch on "G" for the mine crew. Bro. Cook, at Mt. Pleasant, still smiles on his friends. "NX" has the good of the Order at heart. He don't turn pale when it comes time to go to meeting, he puts up the cold cash and comes right along. Bro. Toomey, on "WF," has been on the sick list for some weeks with typhoid fever, but is improving rapidly now. He is relieved

by Bro. Friend Moore of Belpre Div. No. 12. Hope you stay right with us, Friend. Bro. Miller, at Duff's, Pet Winters at Mn. and Chamberlain at Bn. are always to be found with the latch string on the outside when a brother calls on them. Chances for about four new ones from the East end this month. Let every one be on the lookout. Why not wake up and come to meeting and help the work along. Don't lag and cry. "What are you fellows doing?" Come up and help do the work. Be alive to all the chances, and in order to be posted attend a meeting occasionally and help the work. Also, pay the special assessment for the use of the committees, so they can do their work. Over two-thirds of the brothers have made no move to respond to this call. How can we do any work for this Lodge without funds is more than I can see. Bro. McQuarie, late agent at Somerdale, is working at Oswego, Kan., for the M., K. & T. Bro. Hendershot is doing work for the Clover Leaf at Toledo.

Many of the old W. & L. E. boys, who have secured positions elsewhere, will be pleased to hear of Mr. J. N. Merwin's promotion from Trainmaster of Superintendent of the Toledo Division. Mr. Merwin is an old-time operator. The congratulations of all the boys are extended to Jim.

CERT. 44.

Williamsport, Pa., Div. No. 24.

Regular meeting held Wednesday evening, September 20th, Harmon's hall, Lock Haven, Pa. Called to order at 9:10 p. m., with Chief Telegrapher Mulhern in the chair. As usual a vast amount of important business was disposed of.

Having been unable to attend meeting for several months, I was greatly surprised not only in the advancement of the Division, methods employed, officers, etc., but in the greatly increased membership.

Bro. Shaffer has been transferred from Whetham, nights, to Montandon, nights. We are glad to hear this, George, but do not lose sight of the fact that you can greatly strengthen No. 24 with a little influence in your new locality. Let us hear from you at any rate in regard to the sentiments displayed in your locality, and I will drop down your way in the near future.

Born-To Bro. and Mrs. Braucht, Saturday evening, September 16th, a twelve-pound O. R. T. boy. Congratulations.

Let it be hoped that each member of this Division will possess one of the new O. R. T. pins, and let the fact be well known that the Telegraphers are no small concern. Yours in S. O. and D.

BASS.

Philadelphia, Div. No. 30.

Another thirty days has passed and considerable interest has been experienced. Sampson's fleet held sway for a number of days during the G. A. R. encampment here, and patriotic feeling ran high, while affairs in the railway world proved, in-

deed, rather interesting. Strangers from about every State in the Union visited our city, and they left delighted by the visit. It has been decided that Philadelphia is the most patriotic city in the Union. Following all this our old friend, Dewey, has put in his appearance. Well, you know the rest. On Monday afternoon, October 2d, at 3:35 p. m., the gallant Admiral passed through Philadelphia on his first official visit to the Capital. A special train brought him over from New York on the P. R. R., and locomotive 611 of the train was gaily decorated for the occasion. The admiral's flag graced the front end on a long slender pole. No stop was made until Gray's Ferry was reached (a few miles distant), when engines were changed. Excitement ran way up, and the stations and tracks along were thronged, locomotive whistles being tested to their full capacity. Schley was recognized and responded graciously, and the Admiral himself was shy apparently, for few got a glimpse of him—but wait: Our old friend, Dave Moore, acted as pilot on the front end over the district. Who wouldn't be proud. The P. W. & R. engine taking train balance of way to Washington, they say looked "out of sight."

The Exposition, too, is a thing of interest. Thousands make daily visits. The opening ceremonies last month spoke well for the time limit of this affair and a couple months longer it is sure to stay. And the gallant Tenth, the Keystone pride, just from Manila, created a sensation on a flying visit recently. All these grand things talked of has made our boys sweat in handling the business, and fortunately not an accident or the slightest delay occurred. On the Pennsylvania, the passenger service is being taxed to about its highest capacity, and the "train register" shows hundreds of additional movements daily over that of its usual business. The men at "A" are really the key to the situation, and it is astonishing the success they have met with, although somewhat crippled on account of sickness, vacations and the like. Everything worked like a charm. The B. & O. has held her end up and is sharing in the "Klondyke." The P. & R. reports favorable.

B. AND O. NOTES

It seems there is a lack of interest in the line of correspondence on this Division of the B. & O. I would like to see some of the boys wake up and say something through our Journal. The boys seem to be kept busy. Freight on the Division is running very heavy, and passenger business is unusually heavy on account of the Exposition in Philadelphia. The B. & O. was fortunate enough to bring about 25,000 G. A. R. visitors to our city. Freight trains were not in it then. Our sick Bro. Swarr has recuperated enough to have been able to resume duty at Locust street.

Bro. Powers, who was injured two months ago, resumed at Wharton station October 1st. O. R. T.-ism seems to prevail on this Division same as usual, the majority having come into the fold and vouched to be true to a worthy cause.

Gloom has loomed over the East Side yards over the death of Conductor J. H. Conley, whom

it has pleased our allwise God to take from our midst. Mr. Conley had worked at the East Side for the past twelve years, and was one of the most respected conductors in the yard. His funeral was a very largely attended one. Among the many floral wreaths that served to brighten up his death room we noticed one of the prettiest was from the crew of engine 1124, which showed their respect for him. Mr. Conley leaves a wife and two children, to whom we extend our sympathy.

Any notes of interest on the Division may be handed our Secretary previous to 28th of month and he will turn same over to Division Correspondent. So boys wake up and come to meetings this winter, as they are sure to be interesting. E. T. S.

The New Jersey lines are coming to the front. It is interesting to note that membership cards have been issued ranging from Cert. No. 220 to 229, inclusive, in that State, account Division No. 30, of late, and insurance policies asked for within the month and pending investigation, exceeding the sum of \$6,000.

The hint given our boys in a previous issue asking their presence at the September proceedings of Division No. 30, failed practically in speaking the majority response. It is as well, perhaps, for those present did not experience any very great inconvenience by overcrowding, etc., and consequently everything went along in a very agreeable manner. The business was taken up in regular form shortly after 8 p. m. and almost entirely disposed of, when candidates for initiation appeared. The officers all appeared at their regular stations; and, by the way, it is with pride related that they are, one and all, particularly prompt in this direction. Not over one session in the years has any one officer absented himself, and then only for good cause. This showing, too, is recorded for a period back. A fair number of our brothers from over the river," of Division No. 4, were present and their visit in our midst made the evening all the more enjoyable. Drop in again this month, boys, and don't fail us in November, sure. Committee reports and petitions took up much time. One applicant obligated by Secretary and formally admitted to Division. Bills presented and paid amounting to \$20, account stationery, rent, etc. By-laws Committee report progress. Communication from United Labor League reference to permanent headquarters for all local labor bodies hereabouts, received favorable consideration, same question being left in hands of those of authoritative power.

The advisability of a ball this coming season was taken up and on account of pressure of business of the evening was laid over until October meeting. Brothers, this is something that should interest you all. There is no reason why the Telegraphers in this vicinity should not come together annually and make a grand social affair of this kind a success. The individual efforts only of our brothers will accomplish this. What say ye?

An interesting communication was read from the Pennsylvania State Legislative Board of Railway Employees: same to come up again in Octo-

ber. After committee appointments and a few minor matters were attended to the business for the evening was about concluded. During the evening, however, six candidates were initiated; four who could not attend were obligated, and also two more who will appear this month to be formally received. The ceremony was attended with success, and the impression left will be lasting. The brothers present were proud and many who are not accustomed to such a scene will be with us again, and they will find their future visits not in vain. Adjournment was in order just before 11 P. M. Another surprise was in store for our boys. In another part of the building all were soon seated at the banquet table. This was indeed a surprise, for expressions went that way. The stewards that had been appointed (permanently) at a previous meeting did not fail in their duty and their work of the future speaks well for them. Several neat little speeches were forthcoming and our New Jersey brothers were much in evidence. Bro. Hughes, 30's President, "toasted" his little family around him in his doughty and eloquent way, and no little applause was the outcome. Midnight saw all well towards their homes and Waterford, N. J., and other distant points were present. Absentees should not feel slighted, for no special invitations were issued. The Journal "hints" should be sufficient and several took advantage of this. Don't be a clam. The future of Division 30 looks indeed anything but gloomy—from present indications our membership will soon be—well we won't say doubled, so we'll let you do the thinking. We have no organizer, but we could use one and to very good advantage—indeed, his way would be already paved. We have friends who are proving themselves such. The boys of the B. of R. T., the B. of L. F. and the O. R. C. is forwarding our cause, they are doing good work for us and we must show them that we appreciate their efforts. The new members are now "seeking information," and are supplied as convenience permits. The Journal is being distributed and what more should they desire. All that is now required is the spare time of some brother. Boys, give a hand when you can.

D. E. AND K. NOTES.

The G. A. R. encampment in Philadelphia, September 4th to 9th, inclusive, was a grand success, and as usual when anything out of the ordinary is going the rounds in this city, the D. E. & K. division of the P. R. R., came in for the heavy work. In "S" office an extra force was found necessary the entire week, Brothers Campbell, Donahue and Casey covering the extra tricks, in addition to their regular hours. At "A" Tower, Brothers I. F. Gill and J. K. Osmond were compelled to double up to assist the regular men.

Brother J. C. Bigham was elected to hold down the first trick at W. O. yard office for the week, and his excellent service proved the confidence

placed in him was well merited. This necessitated the men doubling up at Q. X.

Manager "S" office, Wesley Stevenson, returned from his vacation in time to take charge during the G. A. R. Assistant Manager Bro. E. D. Sipler, was in charge during his absence, Bro. M. E. Casey acting as assistant in the latter's place, and Bro. H. J. Kern in "O. D.'s" place on the 8:30 swing.

Brother J. A. Quinn, still actively employed in the train dispatcher's office as utility man, Brother H. L. Brown covering the owl in "S" in his place.

Brother G. F. Heidelbaugh has just returned from a two months' trip up through the Adirondacks. George went up for his health and shows remarkable improvement. Here's 'oping it will continue.

Brother H. L. Kern is covering the 7:30 to 3:00 trick at Q. X. temporarily.

Assistant manager at "S" office, Brother E. D. Sipler, has lately fallen heir to a very nice piece of property at Clifton, Pa. He has commenced to build and expects to move in by the first of November. Ed's wife has been in very feeble health for some time, and we all join in extending our sympathy and trust rapid improvement may take place.

Brother M. E. Casey is off through Western Pennsylvania on a hunting trip with Brother P. D. Sell.

Our genial brother, W. S. Campbell, was treated to a pleasant surprise quite recently. His brother Tom, who has been in business in Chicago for quite a number of years, in fact since Walter was a boy, came up from Chicago, for the G. A. R. encampment, and incidentally to pay the folks a visit, and although the visit was expected it was rather startling to have "Hello, Walter," shoved at him in a crowded train, by a voice he hadn't heard for a score of years. Walt was on the 10:07 p. m. train out of Broad Street station at the time, en-route home. The meeting was a unique and affectionate one. After seeing the week out, and paying all the folks a visit, he returned to Chicago, arriving there morning of 17th, S. S. & S.

Brother S. H. Buckley is doing the 3:30 to 11:30 at "A," on account of Bro. I. F. Gill being used in other service.

We haven't received accounts of Bro. Buchanan's fishing trip up to time of going to press.

Mrs. (Bro.) J. A. Donahue, who has been almost constantly laid up with the rheumatism since her return from the convention, is reported convalescing. We all extend our best wishes and hope for her speedy and entire recovery. Bro. W. Wilson, after spending a vacation in Boston, returned on 14th of last month to his Philadelphia home happier than he left. Matrimony was the cause. Our old friend William returned with a bride, and he passed the cigars, too. Congratulations, Bro. W.

Bro. H. D. Sell has just returned from his vacation spent at Reading, Pottsville and other places of interest. Bro. J. S. D. Beard has about completed his also. The rest will be beneficial.

He is said to be getting stouter. Bro. Marr has also benefited by his release from duty, part of his vacation was spent at Niagara Falls and his rest was a much needed one. This about completes the vacations at "A," but a few of the boys on the Elevated yet are holding off to do a little gunning. CENT. 189.

Bro. P. D. Sell paid Reading a visit 24th of last month and the few days he was there convinced him that the Brotherhoods was very much alive in that vicinity, the right hand of fellowship was extended him in a true brotherly way, as he can best explain. Members of B. of R. T. Lodge 172 extended him an invitation to attend, which he did, their lodge meeting before adjournment while there, and a considerable time was spent thereat under the head of organization. Bro. H., also of Division 30, who is located in Reading, accompanied Bro. Sell, both being delighted by the visit and the feeling that exists. Bro. S., on behalf of the O. R. T., thanked the members of the lodge for their efforts in our behalf. It is an open secret that these boys are truly working for the O. R. T. This lodge is composed almost entirely of Reading men, and is very strong. Among some of the many boys in that vicinity who deserve special mention, are Brothers Phillips, Krick, Gibson, Mangher, Ashley, Bowers, Penniepacker, and last, but not least, A. Maguire. Andy is a well known Philadelphia boy, and formerly worked on the Elevated, where he is now located. He is not failing to remind our "backward ones" of their duty. It looks as if we were going to have soon a couple of new divisions in the east from recent reports. Yours in S. O. & D. DIV. COR. 169.

Boston & Maine Ry.

Presumably some of the boys east would like to hear from the Boston & Maine road, and here is an outline of how things are in comparison to what they were a "spell ago." In "ye good old days," before the O. R. T. got planted, down New Brunswick way every depot in the provinces had three to four students at a time, this was supplying all the province and the New England roads with operators, together with what hams were produced here by our own men left two operators to every position in the east. Now thank God and the O. R. T. this supply has stopped short like grandfather's clock, "Never to go again," and up goes the demand for operators, with all the boys lined up in position with the thought of helping each other and no competition but with a united effort to uplift their own standard and carry the burden that will eventually do away with "individual grievances. The outlook is bright already. Almost every operator on the Boston & Maine system has had his salary increased enough in one month to pay up his dues for a year. This on a start, what will the finish be? There is no excuse whatever for a man on the Boston & Maine not having an up-to-date card, as both the non-members as well as

members are now used better both in salary and respect than in former times. When an O. R. T. man at all times willing to jeopardize his job and work hard for non-members it certainly is selfish and unmanly for a man to sit idly by and reap the reward of another's efforts without at least some support. There are two classes of people that are scarce in the east, viz., Spaniards and operators not in the O. R. T. I would like to describe the feelings of an operator that goes his salary raised by the O. R. T. and still hasn't enough money to pay his way in. The sliding down scale is, I believe, dead in the east for the present. Why? The O. R. T. is almost solid. Next step is upward and the day is ours.

Some of the boys on the B. & M. have not paid up their back assessments as well as they should, but I hope this will catch their eye and open their heart and pocketbook and help the cause along. Remember this is only a start. Keep up the good work and let the finish take care of itself. However humble your position in life is, be a man of honor and principle, and stand by the boys that are ever ready to stand by you at all times and in all places. Every railroad manager and superintendent in the east has his ear to the ground, listening to the music roll hot and hard and fast and more than one is dancing to the tune that Peoria has been sending forth the past few years. The most important thing an operator can do is realize his worth to a railroad and put value on it and eventually he will get his worth in dollars and cents. MOSSBACK MOAN.

Central of Georgia R. R.

The regular monthly meeting of Division 114 was called to order by Bro. Henry Garrison, president at 11 o'clock a. m., September 10th (Sunday.) There was a very good attendance with a few visiting brothers, Bro. C. F. Schaub acted secretary, filling Bro. Cain's place, who was out of town on a visit. We had three new members to join us, and a very interesting meeting. We are very much pleased at the present outlook. We hope that every member of this division will send us one new member each, between now and Xmas, and let's swell up and strut around a little, as the biggest thing in our line south. I tell you, boys, that 200 members on the 1st of January, 1900, will look "mity putty." I would like very much to hear from any of the members of Division 114 that can say anything good for the Order, or any items of interest. My address is "Operator" Southwest Junction, Macon, Ga. Please let me have your letters by the 20th of each month and thus enable me to embody them in my regular monthly letter to THE TELEGRAPHER.

Bro. T. L. Jennings at East-Point has been off on a visit to his mother at East Point, S. C. for a few days, returned on the 4th, accompanied by his wife, who has been off quite a while visiting relatives in South Carolina.

Bro. J. Shackelford of Bolingbroke, was holding down "M. D." a few nights in place of Dude Chipley.

Bro. Cain, our worthy Secretary, has been quite sick and off on leave of absence, but has returned to work all O. K., I am pleased to say. S. X.

Bro. R. T. Cole, formerly of Wadley days, has left us, going to New York city with the N. Y. N. H. & H. We regret very much to lose one so highly esteemed by us, and we hope for him the brightest gems gifted in a successful and happy life. The boys of N. Y. will find in Bro. "C. W." one of the cleverest boys that ever wore an O. R. T. pin.

Bro. C. M. Clarke, of South Carolina, now holds the fort at Millen nights. We are glad to have you with us, brother, and remember you have a seat in 114 any time you like.

Bro. R. B. Pyron, nights at G. & A. yard, has gained considerable "rep." as a cat "swiper."

On September 3d, as the sun cast its brilliant rays upon the earth, and a gentle breeze softly caressed the habitation of Pooler, Ga., two happy young hearts were made to beat as one, Bro. E. O. Ivey and Miss Maggie E. Edwards, of that place. They have the best wishes that could possibly be bestowed upon mortal of all brothers in 114. May their future be years of great happiness, crowned with every possible success.

Bro. H. C. Pyron, nights at Egypt, wishes to exchange a few frogs for alarm clocks.

Bro. J. P. Mercer has returned to work at Ocmulgee Bridge after a short stay at Indian Springs. He was relieved by extra operator O. K. Pouncy.

Bros. C. R. Powell, Geo. Davis and Operator "Hobo" Perry, are in good shape at Meldrim.

Bro. B. A. Horne at Falcydionale, Bro. R. W. Riser at Bartow, Bro. Smith at Davisboro, Bro. Hemenger at Toombsboro, and Bro. Horne at Gordon, all in good shape. Bro. R. B. Griffin is holding his own at Munnerlyn.

A new office has been established in Savannah yard, with Operators Nelson and Wycliff in charge.
A. W. WALLER (MA.).

Sister Sample at West End spent the day with her parents at West Point two or three Sundays ago. Bro. Fell has fallen into a job in Mr. Haile's office in "Z." Think it pays him about \$75.00 per month. Bros. Gatewood and Due are still up with us here. Bro. Mercer was up to see the city the other day. Bruckner is still with the Southern, getting along art, I believe.

Bro. R. B. Pyron, transferred from Bloomingdale to G. & A. yard. Bro. R. T. Cole has gone to New York on a visit. Bro. Davis striking matches at Meldrim. Alfred says his lamps go out and it takes all his money to buy matches.

Bro. Waller holds his own at Bloomingdale.

Bro. and Mrs. Horne hold forth at Gordon.

Bro. Sapp comes round to "X" occasionally to see me.

Bro. J. P. Mercer went away up to Injun Springs. Had pretty good time. Went up to see A. D. McLain one day.

MARRIED.

Bro. O. E. Ivey, operator, Pooler, Ga., and Miss Maggie Edwards, a lovely young lady of the same place, were married September 3rd at the residence of the bride in Pooler. The members of the O. R. T. all join in congratulations to the brother and trust that the future of himself and bride will be all sunshine and pleasure.

S. X.

Chesapeake & Ohio.

Cincinnati Division:—

I thought probably that our division of the C. & O. might be overlooked, so hence a line once more.

A B. of R. T. man came to me the other day and said: "Did you know there was four or five students at a certain tower between Huntington and Russell? Why don't you get after this man and show him his evil ways?" I told him the man was once an Order man and why some men will stand right up and cut their own heads off I could not see. They will do it, however. Does he ever stop to think of his solemn obligation he once took, or does he value his oath at anything? And the Cincinnati division has several offices where you can hardly get in the door without falling over three or four of them. The professors ought to have suits, and for every student he has taught give him a gold stripe on his coat sleeve; no, that would not do, either, as some of them would be as long as the Ohio river. While I am dwelling on this one particular subject I want to go a step farther. One of our night men at a very prominent station gave his ham a message to deliver the other night to a certain train to place a dining car so the through passenger train could pick it up without delay, but "Mr. Ham" failed to deliver it and had not No. 4's engine had a hot box probably he would have been out of a position. If these professors knew just how the rest of the union men talked about them they surely would quit their evil ways. It is not only the O. R. T. but O. R. C. as well as trainmen and engineers. We have some very willing workers down here on the Cincinnati division, but the trouble is we have hardly enough of them; too many of the boys just pay their dues and never try to secure new members. Talk organization whenever you can; urge upon them coming in with us. Bro. Willis at South Portsmouth, nights, is on the sick list.

Hope to see you out soon.

W.

Bro. Byrne at Wellsburg, is still handling free silver for the C. & O. Look a little out, "R. N." We don't want to see some handsome lady student there when we pass.

Our genial committeeman, Bro. Manlove, with his little "frau," is in Colorado on a leave of absence. Bro. Tulley is holding your chair down for you, H.

Bro. Salzman of the "Cabin" fame as well as Bro. Boren, are enjoying the sights away from Russell, they being relieved by Bros. Hiser and Brown, two old stagers. And when we come to Foster here we find Bro. Glenn, who depends on No. 98 to wake him for 9.

Bro. Allen is a newcomer, but we hope he is a hustler like his brother at Limeville, that hangs up the lights for Bro. Briner from "Ireland."

Bro. Fisher and M. Miller are holding down the biblical famed town Zion. "Fisher," you are awful hard to raise; always after bucket coal—in the summer it's water.

There are a few more brothers on the line that belong to the other divisions, but I cannot think of them at present. I would like to see in our journal something of the order of "The Thermometer," like the trainmen's, giving number of division, where located and the number of membership. Now this is only a suggestion.

With a little hustling I think we could put Cincinnati division in finest shape of all divisions. Now come, brothers, let everybody work, in fact we have it to do or we will be left. I wish I could talk a little plainer, but the brothers understand what I mean when I say "Let everybody work." I would like to find a little fault with some of the C. H. & D. correspondents. The way he writes it up a person cannot tell just who belongs to our noble Order. If he is a brother call him such; if not call him Mr. So and So. Why is it we never see any news from the Huntington and Lexington divisions? Brothers, write up your division. There is enough of you, surely. Yours in S., O. & D. JACK.

Mountain District:—

The Alleghany, Greenbrier and Mountain districts held their regular joint meeting Wednesday, September 20th, in the Masonic hall at Clifton Forge, Va. Meeting called to order at 8:35 p. m., Chairman Hicks officiating. Bro. S. M. Alvis, secretary, with 27 members answering the roll call. The minutes of our August meeting were read and unanimously approved. It was then announced by Bro. C. A. Seal, inside sentinel, that two candidates were waiting in the ante-room, who were later conducted to the altar by our worthy marshal, Bro. O. V. Marks, for initiation. After quite a parley with his goatship both came out victorious and marched out soldiers of our cause. Boys, we are now holding strictly first-class meetings, and you old "stay-at-homes" who are so afraid of losing a few hours' sleep do not realize what you are missing, furthermore, you are doing us an injustice by not taking an active part in the meetings. I am satisfied that a great many of you could at a very small sacrifice attend at least every other meeting. Brothers, don't remain at home and wait for the other fellows to do it all. Go to meeting and see to it that the other fellow goes. Every one of you realize the benefits and the necessity of these meetings. Then why not help keep them up? "Y" what has become of you that you don't show up at the hall any more? Has the falling leaves of Blue Ridge snowed you under?

Account for yourself in person at the next meeting.

We note that Bros. C. S. Maupin of Basic and R. O. Ogg of Waynesboro, are again at their post of duty after taking a ten-day sojourn in other parts.

Bro. J. W. Keller is still "punching" cattle and bedding stock cars at Buffalo Gap. "K," we were glad to see you out to meeting. Come again.

Extra operator, Bro. G. E. Meanley of Williamsburg, is doing the "owl" act at North Mountain. "My," how about Bro. Hicks and that O. R. T. goat?

At Craigsville we find Bro. E. T. Dudley days and Bro. J. G. Thomas nights. "Jim," that looks like old times.

Bro. C. S. Bragg of Goshen is off on sick list. Bro. D. E. Withrow, formerly of North Mountain relieving him.

We never heard anything from Bro. J. C. Snead of Augusta Springs, but he is with us just the same.

Bro. L. H. Scott still holds down Charlottesville days. Operator Mooney working nights.

At Longdale we find Bros. S. M. Alvis handling the bills and manipulating the key. "S. M." is an all-around hustler.

Bro. F. B. Bouldin of "F Z" office, Clifton Forge, is taking a much needed vacation visiting Niagara Falls, Toronto and other northern cities. Bro. A. C. Desler working his "trick."

Now just a word to the "nons" on the line. Why will you continue to give your best friend, the O. R. T. the cold shoulder? You know, beyond a doubt, that the O. R. T. is the telegraphers' only salvation against greed and oppression. Then why not lend a helping hand to elevate the standard?

Brothers, don't forget the date of our next meeting, Wednesday, October 18th, at our old stand. Yours in S. O. and D. C. U.

James River Division:—

Another one of those fine meetings was held at Clifton Forge, Va., September 20th, with Justice Hicks presiding, assisted by Bro. Stratton, and before closing both of these officials had to dispose of their broadcloth and put on their fighting jackets. Just think of it, boys; thirty members being present, each with counsel and claim.

Bros. Hicks and Stratton soon impaneled a jury of twelve and several of the most important cases were disposed of in a manner satisfactory to all concerned. We also initiated two new members and expect to have four others at our next meeting. While initiating these two new members we could see in our imaginations O. R. T. gradually appear on their faces, and after receiving the full course they came out full fledged O. R. T.'s and we are glad we can grasp their hands and call them brothers.

With a few exceptions we are solid on this division, only one student on the division, and the "opr" who is teaching him is now enjoying the benefit of the raise secured by our indefatigable efforts, and we hope he will soon be charitable and join hands with us and thus enjoy some of the blissful hours spent in

the division room. If he could only realize the embarrassing position in which our committee was placed and how they worked for this raise I am sure he would put in his application for membership forthwith and immediately, if not sooner. We hold our meetings once a month at Clifton Forge, Va., and for the last twelve months we have never had less than twenty members present, and at some of our meetings we have had as high as forty present. Can any other division say this? And now as the Greenbrier boys have joined us we may expect to make even a better showing in the future.

I was down east of Gladstone during the month of August and spent two weeks in Richmond, and while there I happened to meet one of the southern "oprs." who worked there in the city, and of course I could not leave him without asking him something about the O. R. T. And what do you think was his reply. "Why," he says "Is that organization still in existence?" He was utterly surprised. Now, brothers on the eastern division, is it possible that you have operators working almost next door to you and never mention a word to them in behalf of the order. For heaven's sake, wake up. We are doing all we can to send a man down on your division next month. Hope he will be successful in perfecting arrangements for you, brothers, to attend meetings at least once a month, and if any one should ask you you will find the boys along the line, as follows:

Operator Roger, days, at Riverville and Bro. J. L. Dunlap, nights, at Stapleton. Bro. C. W. Marks, B. C. Cm., days, Bro. C. T. Maupin acting owl at Joshua Falls. Mr. Hunter does the farming, while Bro. L. L. Probst sleeps, and at Tyree we will find Sir Chas. S. Turner, the brickman, and Bro. R. S. Sutler, nights. Operator L. Burks at 12th street, Lynchburg, days, and Bro. L. C. Landrum, nights, at Southern Crossing we find the old fiddler, Bro. R. L. Vest days and Bro. W. M. Willis, nights. At Rensens we find Shorty Watts, always singing gospel hymns. At Albert, Bro. H. P. McClung days, and Rev. L. J. Bently, nights. At Holcomb's Rock, Bro. W. P. Bickers handles the agency and W. A. Work at Parch. Bro. R. E. Hendrix, days, and Bro. T. B. Young, nights. At Waughs, Bro. J. S. Hamilton, the draught player, days, and Bro. W. T. H. Blanchard nights. At Big Island Bro. G. T. Davis does the agency and W. N. works; Bro E. N. Woody has been promoted from nights at Haden to days Majer, with Operator A. "E" Woody working nights. At Snowden Operator C. L. George, days, and Bro. A. J. Williams nights. At Balcony Falls President Stratton, days, and Bro. H. T. Thomas, nights, and Bro. G. S. Campbell acts as agent and general yard master. At Greenlee we find Bro. W. B. McNair days, with Bro. J. W. Probst nights. At Gilmore Bro. C. A. Seal plays with the kissing bug and Bro. D. C. Burks plays the guitar at nights. At Alpine Bro. W. L. Hammit, the moogie dancer, promoted from nights to days, and Operator J. T. Jordans nights. At Indian Rock Bro. C. E. Sandridge acts as operator and agent. "Sa," try and go up to a meeting with

us occasionally. At Dillon we find the artist Bro. A. W. Clark, days, and Bro. O. B. Styne, nights. At Buchanan Bro. W. H. Hyde days, and Bro. J. B. Hanes nights. At Springwood Wm. E. D. Mitchell days, and Bro. C. L. Miller nights. Bro. V. T. Hunter days at Burke, and Operator Miller does the "os"ing at nights. Bro. L. M. Carstophny is relieving Bro. Fletcher days at Eagle Mountain and Bro. C. S. Constophney does the night work. Bro. R. A. Barber, days at Bessmer. Bro. J. T. Hicks days at Hayden, and we learn that Bro. E. H. Steel has Haden "regular" nights. At Glen Wilton Mr. W. H. Oakley does the day work and Bro. R. L. Lowry nights at Iron Gate. Bro. V. B. Wood handles the agency at Clifton Forge F Z office, Mgr. E. W. Mosley and Bro. T. B. Bouedin days and Bro. A. C. Dealer and Operator Adkinson nights. Bro. O. V. Marks is off for a few days. Will leave today for New York to attend the Dewey reception. A. S.

It might be well here to remind our membership that our agreement is to be concluded at no distant day, and we hope the same committee that represented us in 1898 will represent us at the end of the year.

We feel safe in saying that the work will be as admirably completed as begun. Our officials cannot receive too much praise for their numerous considerations, which are exceedingly helpful to the married men as well as encouraging to the single men. It has been clearly demonstrated by the telegraphers on the C. & O. that good treatment from the general manager as well as the minor officials, is not without its reward. In the appointment of our worthy ex-chief dispatcher, Mr. Oakley Meadows, to trainmaster, and First Trick Dispatcher Ross to assist. train master, we are reminded that the deserving are not forgotten when vacancies are created in the line of promotions.

The humble telegrapher yet has a chance. So let us bravely push the company's interest, and the company will be sure to push our interests as fast as consistent.

Every article of our agreement is being lived up to. What more can be expect?

• We are thankful for the many courtesies which have been extended us b the C. & O. officials.

CERT. 354.

Erie Railroad.

Delaware Division:—

Bro. Kane is installed in his brand new tower, and as a result now wears a hat one size larger.

"XC" Tower was totally destroyed by fire, caused by a signal lamp catching fire. Bro. Shaefer, Operators Sike, Traynor and McGuane are now doing business in a box car until "IX" Tower, which was moved from the Susquehanna Division is ready for service.

Bro. Madigan is spending a two weeks' vacation among his relatives in the vicinity of Susquehanna.

Bro. Coughlin is off on a five days' vacation, and went to New York to help welcome Admiral Dewey home.

During the past two months some fourteen new members have been added to our list. Among them we find Bro. Kellum, at "EY" Tower, Glen Eyre; Bro. Boice at "WF" Tower; Bro. Bush, the lightning slinger, at "CO" Tower, Calicoon. At "RH" Tower we find Bro. Stark. Bro. Allington is the agent at Lordville Station, with Bros. Flaherty and Cavenough attending to the ticker at "OK," Lordville Tower. At "KI" Tower, Hancock, the O. R. T. is represented by Bro. W. C. Cuddeback. At "XR" Tower we find Bros. Sheehan and Lawrence on duty. The two hustlers at "GF" Tower, Gulf Summit, are Bros. Fisher and Crowley. Now, brothers, since you are members we look forward to expect you to aid us in the good work until every desirable operator is in the fold. A few kind words to a non-member offer works wonders, and do not cost anything.

Yours in S. O. & D.
CERT. 64.

Meadville, East:—

Regular Night Operator Cary of Steamburg Tower bid in "MY" Tower, and "S" Tower being advertised, Bro. S. W. Jobe bid that in.

Night Operator Marvin of Jamestown has returned to work again, after trying his luck in the grocery business.

Bro. J. O'Neil took a trip out to Cherry Hill. Wonder what the attraction is?

Bro. C. N. Dickinson of Waterboro has been taking a few days' rest, Bro. Moloney taking the day trick and Bro. W. J. Jobs nights until Bro. Jobs was taken sick, and is under the doctor's care. We hope nothing very serious, but this bad rainy weather now is hard on some of the boys.

Bro. F. L. Matson was sent to "WO" until Bro. "CN" arrives. Bro. F. L. Matson has been working at Jamestown for the past three weeks.

Bro. W. L. Jobs was sent to Shenango for a few nights. Must be shy or hard up for operators on "HF" Division, west. Boys, that is good indication that the student's profession is falling off now. Just think of those days when you could get out and pull the lamps in rain and snow. Who took that worthy job off your hands? Just think of it now, and work hand in hand, and you will soon feel the effects of a good thorough organized line. That is what we find and must have. I have the promise of the some of the nons, but, boys, let's not stop work until we get them all. With best wishes to all,

I am yours in S. O. & D.
CERT. 39.

Lima Division:—

Bro. Geo. Smith is working at Kenton Depot nights, Bro. Spahr copying in dispatcher's office at Huntington, Operator Pyle at "KN" Tower, while Operator Gadden has been transferred from Moran's switch to Hepburn nights. Operator and Extra Agent Phillips is helping pick onions at McGuffey. C. R. Phillips of "SJ" Tower has returned from his annual vacation, and is again at the old stand, Operator Pyle worked the levers at night and Mr. Earp days during his absence.

Night Operator I. C. Stayner of Dover has been absent a few days, and took Mrs. Stayner to Cincinnati for special treatment, and reports her health much improved.

H. M. Dille of "MQ" Tower is taking a short vacation, and will be present at the arrival of Admiral Dewey in New York, if present plans go all right.

Mr. C. W. Walters is now located at Ohio City. Bro. McGill of Wren had the sad misfortune a short time ago of losing a small child.

Bro. Tuple is now located at Decatur, and what he does to those wires down there is a plenty. Bro. Sale's smiling face can be seen at the same place.

We understand that Bro. McKenna, at Magley, has signed with the Brooklyns as pitcher for next season, and I think by the support he is sure to get from this team he will turn out to be a star pitcher.

We are glad to see Bro. Crist with us again. Bros. Willis and Phillips still doing the trick at Uniondale. Bro. C. E. Smith is copying in dispatcher's office, and Bro. Calkins at yard office "ON" days.
CERT. 87.

Chicago Division:—

Bro. E. C. Mensel is still working in single harness, and we don't think it is any credit to the young ladies of Hammond.

Bro. Abbott is a coal "operator" now. He is still transferring the dusky diamonds with about a dozen men in charge.

J. D. Smalley has been appointed agent at Hammond and every one is well pleased.

Bro. G. H. Chapman has the night trick at Highlands for the present.

Bro. Walter Imes is now day operator at "FH" Tower, Griffith. He says married life is the only thing. His experience is limited, however.

We presume Bro. Moonshower will soon be looking after those young damsels at Boone Grove, as we understand he is to go there nights in the near future, Bro. Hartigan returning to his old stronghold at Athens.

Sister Chandler is with us again, after spending sixty days with friends in the west and south. One of the brothers was very lonesome the meanwhile.

Bro. R. S. Berlin has been appointed agent at Hurlburts, Bro. Culler having made up his mind to give all his attention to the farm.

Ag it O'Brien, at Kouts, is still in the student business. We understand he has another one nearly ready to turn out.

Midway has been opened day and nights, and the extra men are happy.

We were glad to see Bro. Bob Wiley going east a few days ago. He is working in a dispatcher's office for the Pennsylvania in the east.

The nons are very slow about coming to a sense of their duty. I am afraid the members on this division are leaving all the exhorting to the local board. Brothers, don't be backward. You receive the same pay for your work for the Order that we do, and I think perhaps a little more. Now work up the business and tell us where to send the "Order blanks."

Agent Winfield continues the work of student teaching. Wonder if Prof. Cole does not realize the fact that this is the kind of work that keeps the salary of the operators down to the level of the common laborer.
CERT. 17.

Grand Division

OFFICIAL DIRECTORY.

GENERAL OFFICES, ST. LOUIS, MO.

GRAND OFFICERS.

W. V. POWELL,
President, St. Louis, Mo.

M. M. DOLPHIN,
First Vice President, St. Louis, Mo.

H. B. PERHAM,
Secretary and Treasurer, St. Louis, Mo.

BOARD OF DIRECTORS.

C. Daniel, Chairman, Kimball House, Atlanta, Ga.

S. C. Mahanay, Secretary, Sherwood, Mo.

L. A. Tanquary, Cuchara Junction, Col.

A. O. Sinks, Box 276, Portland, Ore.

F. J. Reynolds, Calgary, N. W. T.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, Secretary and Treasurer, St. Louis, Mo., also their Local Secretary.

Notice.

The following Division Cards have been reported as lost. If presented, please take up and return to this office. Card No. 2146, issued in favor of Grand Division Certificate No. 2725. Card No. 3318, issued in favor of Certificate No. 523, Division No. 22. Card No. 2166, issued in favor of Grand Division Certificate No. 3027. Card No. 2227, issued in favor of Certificate No. 154, Division No. 4. Card No. 4614, issued in favor of Certificate No. 884, Division No. 52. Card No. 3990, issued in favor of Certificate No. 3126, Grand Division. Card No. 3342, issued in favor of Certificate No. 14, Division No. 40. Card No. 2390, issued in favor of Certificate No. 498, Division No. 23. Card No. 2150, issued in favor of Certificate No. 2804, Grand Division. Card No. 4739, issued in favor of Certificate No. 120, Division No. 227. Card No. 2334, issued in favor of Certificate No. 993, Division No. 17. All above cards expire December 31, 1899.

H. B. PERHAM,
Secretary and Treasurer.

Notice.

To Members:—

A copy of the revised Constitution was mailed to each member of the Order during the month of September last and the cost of same charged to

the various Divisions. If any member was missed another copy will be sent upon application. Yours

H. B. PERHAM,
Secretary and Treasurer.

Notice.

To Members in Arrears:—

Attention is called to Section 88 of the revised statutes, pages 48 and 49, in regard to non-payment of dues. It reads as follows:

"A member refusing or neglecting to pay his dues six months in advance in full is not in good standing sixty days after the first of the semi-annual period for which the amount is due.

"A member not in good standing is not entitled to vote in his Division or on questions before the Order; and the Local Board of Adjustment shall not exercise itself in his behalf in case of grievance.

"When a member becomes delinquent in his dues for a period of six months he shall be dropped from the roll of the Order without further notice." Yours in S. O. and D.

H. B. PERHAM,
Secretary and Treasurer.

Notice.

Exchange is charged on all personal checks drawn on banks outside of St. Louis, Mo., consequently they should not be used for remittance purposes. All remittances should now be made payable in St. Louis, Mo., and particular care should be exercised when purchasing postal money orders. Yours in S. O. and D.,

H. B. PERHAM,
Secretary and Treasurer.

Stolen.—On August 15, 1899, O. R. T. card, issued in favor of Bro. William McEwen, Certificate 90, Division 44. Good to December 31, 1899.

If card is presented please take up and return to H. B. Perham, Secretary and Treasurer.

J. F. HINTERLEITER,
Local Secretary and Treasurer.

Notice of Expulsion.

A. Delay, a member of Missouri Pacific Railway Systems Division No. 31, has been expelled from the Order for unbecoming conduct.

H. B. PERHAM,
Secretary and Treasurer.

NOTE.—Watches with **STEEL ESCAPE WHEELS** are now being forced on to the employes of the Chicago & Northwestern R. R., and the Wisconsin Central R. R. In order that the Railroad employes may not allow themselves to be imposed upon, we publish the following circular:

Frauds in Watches and Watch Fakes

Certain Watch Manufacturers and pretended Watch Manufacturers seem to have been born under the sign of the Crab, and are prone to backward progression. It is rather pitiful to see them stultify their long practice and revert to types that were hoary with age when watchmaking was born in America.

Their passion for the old Masters may pass with them for high art, but to us it looks very much like **Crawfishing**, and a confession that they have not known anything all these years that they have been making Watches; and being unable to improve on original lines, they have got into the oldest and deepest rut they can find.

A **Steel Escape Wheel** is the very latest **Old Thing** that they have resurrected from antiquity. Probably, the next thing will be the Fusee or the Verge—not, however, until Railroad employes have been **Bunkoed** with the **Steel Escape Wheel Scheme** as long as it can be worked.

Let us look at the arguments put forward: Brass, they say, "gathers dirt and corrodes." What watchmaker of experience does not know that the Steel parts of a Watch are frequently destroyed by corrosion or rust—the **Brass Parts** never—except when subjected to the action of acids, in which case, both Brass and Steel succumb.

"Too much friction of the Brass upon the **Pallet Stones**" is another of their staple absurdities. Any mechanic knows that two hard surfaces do not make the best bearing. Thus we see various anti-friction metals in use—all more or less soft in nature, to run in combination with a harder surface.

If steel is the only thing for an **Escape Wheel**, how is it that such good results have always been obtained with a **Brass Escape Wheel**?

IF STEEL IS THE BEST,

Why were these same manufacturers, a few years ago,

**CALLING UPON ALL THEIR SAINTS, NON-MAGNETIC WATCHES
AND AN ANTI-MAGNETIC SHIELD**

To defend them from the effects of Steel in their Watches? Truly, time has its revenges.

Now, we say most emphatically, that the perfection of shape attainable in a

BRASS ESCAPE WHEEL

Can never be achieved in making a Steel one, owing to the unavoidable wear of the grinding laps used in finishing the Steel surfaces, distortion in tempering and other causes.

The use of Sapphire Cutters in forming Brass Wheels insures the utmost perfection in shape and finish, also easy and certain means of duplication.

As to durability, Brass has stood the test of years and showed that it is almost indestructible by ordinary wear.

The Railway employes who are victims of this latest "hold-up" will, we think, hardly submit tamely to what is so manifestly an extortion without the shadow of excuse.

The Dueber-Hampden Watch Works,

CANTON, OHIO.

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VOL. XVI, No. 11
NOVEMBER, 1899

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THE
RAILROAD TELEGRAPHER

PUBLISHED AT ST. LOUIS, MO.

BY THE ORDER OF RAILROAD TELEGRAPHERS.

Quick and Sure IS THE SPACING MECHANISM

of the NEW MODELS 6, 7 and 8 of the

Remington Typewriter

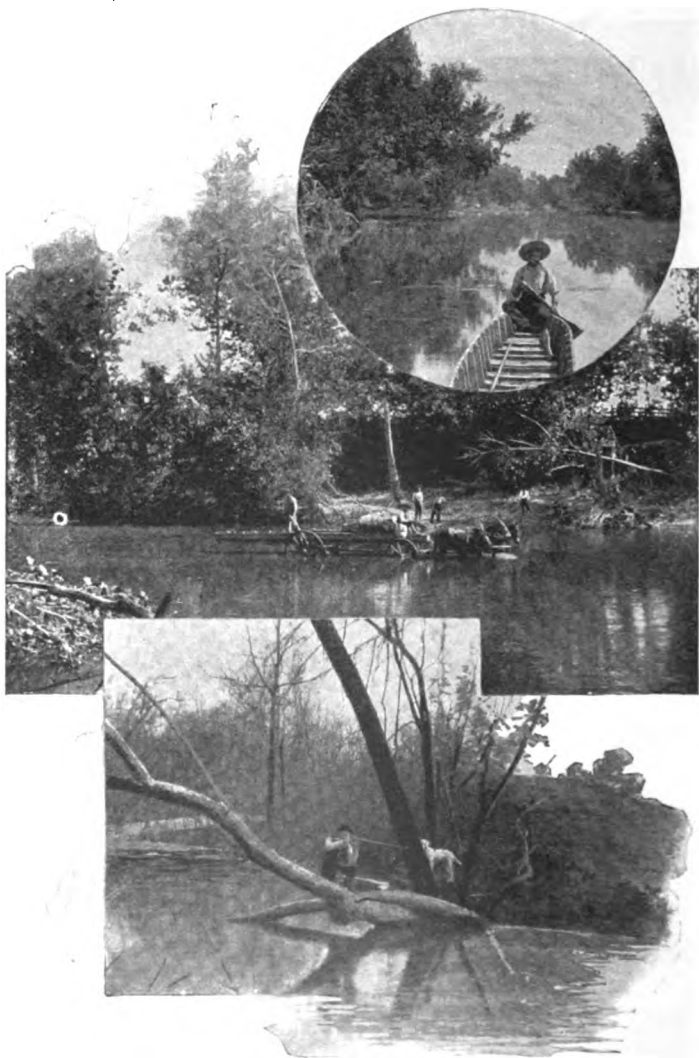
Its Great Speed—faster than the swiftest operator, and Certain Action—it does not double up nor skip; make possible the Light Touch and Easy Work for which the Remington is so famous.

WYCKOFF, SEAMANS & BENEDICT, 327 Broadway, New York

Admiral Dewey's letters will hereafter be written on a new ball bearing Densmore typewriter which has just been ordered for his private secretary. The Densmore is the only make with typebars moving on ball bearings. "Ball bearings made the bicycle: they perfect the typewriter." Our free pamphlet demonstrates the advantages of ball bearings applied to the typewriter and offers much food for thought. Main office, 316 Broadway, N. Y. Sales Rooms in all the principal cities.

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VIEWS NEAR NEOSHO, ON HICKORY AND SHOAL CREEKS.
(Courtesy St. Louis & San Francisco Ry.)

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



ENTERED AT THE POST-OFFICE AT ST.
LOUIS, MO., AS SECOND-CLASS MATTER.

Subscription Price, \$1.00 Per Year.

VOL. XVI.

NOVEMBER, 1899.

No. 11

EDITORIAL

The War Spirit.

PERHAPS the largest and most enthusiastic welcome given any citizen of the United States for many a year was accorded to Admiral Dewey in New York on September 29 and 30, 1899, on the occasion of his return from Manila Bay. The accomplishments of the Admiral in destroying the Spanish fleet under Admiral Montejo has been written many times, both in poetry and prose, and its recitation again is unnecessary. Suffice it to say by his valor, generalship and diplomatic ability he faithfully protected his country and its flag, and his countrymen, on his return, were desirous of showing to him their appreciation; accordingly the great metropolis, New York, undertook the vast responsibility of arranging for the reception of Admiral Dewey and his fleet, and the accommodation of thousands upon thousands of visitors who would be in at-

tendance, and to her credit the arrangements were perfect.

On September 29 the naval parade on North river was had. Admiral Dewey's flagship, the "Olympia," in the lead. It was a faultless day, and all seemed to enjoy themselves. On September 30 the great land parade took place. Unlike the previous day the weather was raw and chilly, and while it was favorable to the marchers, those who were obliged to stand in the streets or who were favored with a seat in the grand stands along Fifth avenue, suffered from the effects of the wind and cold. Never before has there been a naval or military spectacle in this Republic that equalled this one. The enthusiasm of the people at the sight of gaily bedecked officers and soldier boys; their cheering of battle scarred flags; their worshiping of military and naval heroes, and everything that pertains to the navy and army causes us to inquire "Whither are we drifting?" We believed when the great

dogs of war were unchained by Uncle Sam and directed against Spain, that it was only for the purpose of striking the shackles from the limbs of the Cuban slaves, and to afford to them a free and independent government; to this end the Asiatic and Atlantic squadrons performed their share of the work by crippling the sea forces of Spain. The military forces under Shafter accomplished our desires on land. Other than the consideration and thanks which every good and faithful employe should receive for having done his duty well, is there any good reason why the people of a free Republic, of a government which is wholly of, for, and by the people, should rise *en masse* to pay homage to a naval officer who had simply done his duty?

It seems to us that it would have been more in line with the modesty and dignity of our government had Admiral Dewey been presented with a sword by an act of Congress, and his soldiers with a medal, simply as a token of the people's appreciation of their loyalty and devotion to a flag and people that will not ruthlessly go to war, but a nation that will protect that flag and the people over whom it floats. The war spirit among our own people, among the people of all the nations of the world, seems to be at a fever heat. Our people should learn that our form of government only permits aggressive movements when we are attacked, and that to go to war for the purpose of extending our boundaries, for commercial purposes, is but satiating the desire of avarice, and once begun can never end.

On account of the war spirit Great Britain is now in the throes of war, and with a foeman who seems to be most terribly in earnest. Hundreds, if not thousands, of her young men have already been slain, grim rumors are in the air about regiments decimated and the remnants captured, while calls are being made for more men to fill up the gaps caused by the incursions of the enemy. Looking at it from a class standpoint, the wonder of it all is that the working people are willing to lose blood and treasure in fighting another man's battle. The Boers desire self-government—a natural and laudable sentiment—their excellent

diplomacy and their feats at arms declare them eminently fitted for the task of self-government.

They went into the African desert to get away from English rule, which was distasteful to them. By their industry and thrift they made the desert blossom like the rose, and substantial communities were built up by a people who desire to produce and exchange in peace with all mankind. Discoveries of gold ore in the mountains that fringe the desert brought the British close to their doors once more, and peace was theirs no more. The squabble that ensued relative to taxation and representation has finally resulted in a throat cutting match that bids fair to "stagger humanity."

Arbitration could easily settle all the questions in dispute, and it would have to be settled that way if working people were not so liable to become imbued with the war spirit.

In Great Britain, where the wage conditions are worse than in the United States or Canada, on account of the dense population, the wage earners pay all the cost of warfare, the same as in other countries. As labor is the sole source of wealth there is no other source from which war supplies can be drawn. It is the Queen's navy, the Queen's army—but the nation's debt. The aristocracy own things and direct movements, while the people sweat and cheerfully pay all the bills.

It is a matter for regret that working people do not give this subject careful consideration. If they did the war spirit would die out and hero worship decline—a desideratum devoutly to be wished.

Colorado & Southern Railway.

THE following explanatory letter sent Mr. Frank Trumbull, President and General Manager of the Colorado and Southern Railway, is the temporary disposition of a case which has caused the Order of Railroad Telegraphers considerable trouble. The reciprocal method, which the letter says will be employed against the Colorado and Southern Railway, is by no means new or novel, it

having been effectively tried by our organization in times past, and we believe will prove efficacious in this instance.

It is to be regretted that the officials of the Colorado and Southern Railroad Company could not see their way clear to agree to the reasonable demands of the telegraphers in their employ, by granting them like wages and conditions of employment as is now given the telegraphers on the Missouri Pacific Railway, Santa Fe Railway, Union Pacific Railway, Denver and Rio Grande Railway, Colorado Midland Railway, and other roads connecting or competing with the Colorado Southern.

Until the advent of the present management, the Colorado and Southern Railway (which, before the reorganization, was styled the Union Pacific, Denver and Gulf Railway) paid to its telegraphers a fair wage scale, but while in the hands of the United States Court, and since that time, their wages have been reduced by the sliding scale process until they are now beggarly when compared to those paid by competing lines.

There is no regular or well defined standard of discipline on the Colorado and Southern Railway applied to the telegraph service, and telegraphers are discharged for the most trivial offenses. Permanency of employment is not to be reckoned on, and redress of wrongs is unknown. The system in vogue is: "If you don't like your job, you know what you can do." And woe unto the telegrapher who happens to fall into disfavor with the most petty or insignificant of the official staff.

To correct some of these wrongs, the Order lent its efforts, but up to this time has not succeeded. The efforts put forth by us in a conciliatory and friendly way have failed of accomplishment. The condition of our membership and of the telegraphers on the Colorado and Southern Railway, is a stench in the nostrils of the telegraphers in Colorado, Utah, Texas, California, Idaho, Wyoming, Kansas, New Mexico, Arizona and Nebraska. They know the unfriendly policy that has been pursued since February 1, 1894, and are anxious that a protest should be made against it.

The treatment accorded the committee and their representatives by the management of the Colorado and Southern Railway has been uncivil, discourteous and unfair. Requests for interviews have been ignored. The Order has been defied and its friendship, or good will, is, evidently, not desired.

When such a condition exists, there is only one thing to be done, that is, to advise the membership and let matters take their course. This has been done.

There is not a ticket, or freight, agent, in North America, whether member or not, who will not take a deep interest in assisting the Order in bringing the Colorado and Southern Railway to a realization of the fact that a system of slavery is not to be countenanced at this stage of affairs.

We invite the co-operation of the Trades Assemblies in Texas, Colorado, Nebraska, and other States traversed by the Colorado and Southern Railway in advertising it as an unfair road.

Members of the Order should be careful when dealing with traveling freight or passenger agents of the Colorado and Southern Railway to treat them with courtesy. Accept their advertising matter and be patient when the charms of this road are sung. However, when the proper time arrives, do not fail to remember the Colorado and Southern, and its treatment of telegraphers.

ST. LOUIS, Mo., October 20, 1899.

"Mr. Frank Trumbull, President and General Manager, Colorado and Southern Railway, Denver, Colo.:

"DEAR SIR:—In the early part of the present year a Committee of Colorado and Southern Railway telegraph employes presented to your General Superintendent, Mr. T. F. Dunaway, for his consideration, a proposed set of rules and rates of pay to govern in their employment, discipline, etc. No satisfaction was secured from Mr. Dunaway and you were appealed to, but your invariable reply was that the matter should be settled with Mr. Dunaway, and you declined to have anything to do with it.

"The case was laid before the Federated Board of the Federation of American Railway Employes, which Board had a meet-

ing with Mr. Dunaway and he agreed, among other things, that no discrimination should be made against telegraphers on account of their membership in the Order of Railroad Telegraphers, and that he would meet a committee of his telegraph employes and treat fairly with them on matters of hours, wages, etc.

"At the instance of the Federated Board the matter of the proposed schedule was postponed for ninety days, during which interim the Secretary of the Committee and other prominent members of the Order were discharged by your Board for no other reason than their membership in the Order, and it is a common understanding among our members in Colorado that telegraphers in your service, members of the Order of Railroad Telegraphers, are discharged on the most trivial charge, and are openly and notoriously discriminated against. Your Superintendent of Telegraph, Mr. H. F. Parke, makes it his especial business to inquire of telegraphers seeking employment, whether they are members of the Order of Railroad Telegraphers, and will not employ telegraphers known to be members.

"All efforts of our Vice President Dolphin, while in Denver in June and July, to get a meeting with General Superintendent Dunaway failed, and knowing your position on previous occasions, and as there is no higher authority to appeal to, we have now reached the end. It is not desired by our Organization to again refer the matter to the Federated Board, but instead, it will, wholly for the purpose of protecting and benefiting its membership, recommend to the ticket and freight agents of its members throughout North America, and also ask the co-operation of the Trades and Labor Assemblies in Colorado, Texas and other States, to assist, by peaceable and lawful methods, in having those who travel and ship freight to do so over other lines than your road, until such time as your road is willing to treat fairly with its telegraphers, members of the Order of Railroad Telegraphers, and grant to them a contract similar to the ones now effective on other roads with which you are competitors.

The Santa Fe Railway, Union Pacific Railway, Denver and Rio Grande Railway, and other railways in your locality, have, as a rule, treated their telegraphers with consideration and fairness, and there is no good reason why organized labor, or its friends, should patronize your road when they can patronize lines not antagonistic to their interests.

"You will please take notice that on November 1, 1899, or as soon thereafter as practicable, the above recommendation will be made as above stated, and only for the purpose above stated. Yours truly,

"W. V. POWELL, President."

A Philanthropic Triumph.

THE complacency with which the captains of industry juggle with the wealth produced by the rank and file of the industrial army, is well illustrated in the pension fund scheme of the Pennsylvania Railroad Company. It seems that railroad officials of a certain grade are inclined to ignore the fact that the money in the company's treasury was earned and placed there by the men who do the work. The idea of a company organized for the sole purpose of dividend-making, parading as a philanthropic institution borders upon the absurd. The iron hand in the silken glove may be detected in the following statement of details, which it is said have already been agreed upon:

Retirements will be voluntary and involuntary; that is, all employes seventy years of age and over will be considered as having attained the maximum age limit for active service, and will be retired and placed upon the pension fund roll, while those whose ages range from sixty-five to sixty-nine years, and who, in the opinion of the fund administrators, have become physically disqualified or otherwise permanently incapacitated after thirty or more years of service, may be either voluntarily or arbitrarily retired and pensioned.

The pension allowance to such retired employes will be determined on the following basis: For each year of service, a fixed per centum of the average regular pay for a specific period immediately preceding retirement, with a minimum monthly allowance.

It will thus be seen the basis of retirement is age and service, with allowance proportioned to pay received during a designated period preceding retirement.

For such employes members of the relief fund as may be retired by the company, it is proposed to grant to them from the interest on the relief fund surplus an additional allowance on a fixed basis in proportion to the amount they contributed while a member of the relief fund, so that each member retired by the company will receive this additional allowance because of his membership in the relief fund, and it will be paid from the interest on the surplus from the operations of that fund.

In addition to this, the relief fund, through its advisory committee, proposes to amend the regulation of the relief fund in order to make general provision for all its members, so that, in case of sickness or disability, benefits on account thereof will be continued at one-half rates, irrespective of the duration.

The pension fund is protected by fixing an age limit for admission to the company's service, the provision in this respect being that from and after January 1st next, no person shall be employed who is over thirty-five years of age, or who cannot pass the required physical examination, except that former employes desiring reinstatement may be permitted to re-enter the service at the discretion of the board of officers, provided, however, they meet the requirements of physical examination and possess other necessary qualifications; also, that the temporary employment of men, regardless of age limit and physical condition, shall be permitted for a period not exceeding six months, subject to the requisite extension when engaged upon temporary work.

An exchange says that in response to the query as to what are the main objects of the consolidated fund, it was said: First, the manifestly humane purpose to protect the immediate interests of active, and preserve the future welfare of aged and infirm, employes, and, secondly, to increase and improve the effectiveness of the company's service. The interests of active employes are guarded by a fixed responsibility voluntarily assumed by the company toward

the fund, which insures them during their period of efficient service fair wages and an adequate allowance in the event of sickness, accident or death; while their future welfare is amply protected by the same assumption of company responsibility, which guarantees them upon incapacitation by age or infirmities a fixed life annuity. The company's benefits consist, for the most part, in the efficiency of service naturally consequent upon the employment of younger and more robust men in the stead of those whose incapacitation has rendered their retirement beneficial to both themselves and the service; also in welding more firmly the mutual interests of employer and employe, thereby the better enabling that concentration of effort and uniformity of action so essential in the management and conduct of corporate affairs.

In shorter phrase it might say that the superannuation scheme seeks to perpetuate existing conditions, something that the more intelligent of railroad employes do not want.

Hugh J. Hill Arrested.

HUGH J. HILL, Chief Train Dispatcher of the New York, New Haven and Hartford Railroad, located at Taunton, Mass., was arrested on October 19, 1899, on a complaint filed by Bro. P. J. Galligan, who charges Hill with having violated Section 10 of "An Act concerning carriers engaged in interstate commerce and their employes," commonly known to railway employes as the Erdman Arbitration Act.

On October 18th the information and complaint was filed in the office of United States Commissioner Fiske, at Boston, Mass., and the preliminary hearing of Hill was had on October 26th, when he was bound over to await the action of the Federal Grand Jury, which sits in Boston on December 5th.

This is the first arrest ever made under the Arbitration Act, and the outcome of the case is viewed with considerable interest.

We believe the provisions of the law should be strictly enforced, and the Order

is willing to lend its support in apprehending agents or officers of railroads who interfere with telegraphers that are desirous of becoming members of, or who discriminate against them on account of their membership, in the Order of Railroad Telegraphers. Since the aims and objects of the Order have become generally known throughout North America opposition to it has rapidly died away, and the only discrimination felt by us is that of some subordinate officer, usually a chief train dispatcher or trainmaster.

It sometimes happens, when official authority is vested in men, that it is believed by some of them that the proper course for them to pursue in reaching the summit of their official ambition is to arbitrarily and despotically rule those under them.

These are the men, generally, that discriminate against labor organizations, because, in their ignorance, they believe them a menace to the good and proper government of the employes and the road's best interests.

Others discriminate against them because they think it is smart to do so, or that it is so popular with the "Majah;" others do it out of pure cussedness, and the utter disregard of the rights of their co-employes.

Railway companies cannot afford to retain in their employ men who are known to be law-breakers, and we believe the arrest and conviction of some of the enthusiastic and senseless subordinate officers on railways throughout the United States, will have a wholesome effect and minimize the persecution and discrimination of men because of their connection with these railway brotherhoods.

The Order is desirous of creating and maintaining the most friendly and cordial relations with railway managers and their official staff, and should it at any time hand over to the clutches of the law some subordinate who has willfully and maliciously violated a statute of the United States, it must not be understood as an act meant by it to be unfriendly; it will be simply an effort to guard the liberty and pursuit of happiness of our members, which

is vouchsafed to us by our general government.

We print below the information and complaint filed against Hill:

"UNITED STATES OF AMERICA,

District of Massachusetts, ss.

"To Francis S. Fiske, Esquire, Commissioner of the United States, within and for the District of Massachusetts, to take acknowledgment of bail and affidavits, and also to take the deposition of witnesses in civil causes:

"Peter J. Galligan, of Taunton, in said District, in behalf of United States, on oath, complains and informs your Honor that before, at the time, and ever since the commission of the offence hereinafter charged, the New York, New Haven and Hartford Railroad Company was a railroad corporation, duly organized by law and a common carrier engaged in the transportation of passengers and property, by steam railroad, for a continuous carriage and shipment from the Commonwealth of Massachusetts, in the United States of America, to the State of New York, in the United States of America, and was an employer, subject to the provisions of a certain Act of Congress, of the United States of America, to-wit, an Act entitled, "An Act concerning carriers engaged in interstate commerce and their employes," being Chapter 370 of the Acts of Congress, passed in the year one thousand eight hundred and ninety-eight, duly approved the first day of June, in said year; that during all said time one Hugh J. Hill was an agent and employe of said employer, to-wit, chief train dispatcher at Taunton, in said District of Massachusetts; and that before and at the time of the commission of the offence hereinafter charged one Peter J. Galligan was an employe of said employer, at said Taunton, actually engaged as telegraph operator in train operation and train service for said employer, in the transportation of passengers and property, as aforesaid; that at the time of the commission of said offence said Galligan was a member of a certain labor association, known as The Order of Railroad Telegraphers, and said complainant, on his oath aforesaid, says that said Hugh J. Hill,

of said Taunton, on the fourth day of April, in the year of Our Lord, one thousand eight hundred and ninety-nine, at said Taunton, then and there being such agent and employe of said employer, well knowing the premises, did, at said Taunton, unlawfully, knowingly, and wilfully, threaten said Galligan, such employe of said employer, as aforesaid, with loss of said employment by said employer, to-wit, with loss of employment as such telegraph operator, because of his, said Galligan's, membership in said labor association.

"Against the peace and dignity of the United States of America, and contrary to the form of said Act of Congress hereinbefore mentioned.

"And said complainant further complains and informs your Honor that before, at the time and ever since the commission of the offence hereinafter charged, the New York, New Haven and Hartford Railroad company was a railroad corporation duly organized by law, and a common carrier, engaged in the transportation of passengers and property, by steam railroad, for a continuous carriage and shipment from the Commonwealth of Massachusetts, in the United States of America, to the State of New York, in the United States of America, and was an employer, subject to the provisions of a certain Act of Congress of the United States of America, to-wit, an Act entitled, "An Act concerning carriers engaged in interstate commerce and their employes," being Chapter 370 of the Acts of Congress, passed in the year one thousand eight hundred and ninety-eight, duly approved the first day of June, in said year; that during all said time one Hugh J. Hill was an agent and employe of said employer, to-wit, chief train dispatcher, at Taunton, in said District of Massachusetts; and that before and at the time of the commission of the offence hereinafter charged, one Peter J. Galligan was an employe of said employer at said Taunton, actually engaged as telegraph operator in train operation and train service, for said employer, in the transportation of passengers and property aforesaid; that at the time of the commission of said offence, said Galligan was a member of a certain labor association

known as the Order of Railroad Telegraphers; and said complainant on his oath aforesaid says that said Hugh J. Hill, of said Taunton, on the fourth day of April, in the year of Our Lord, one thousand eight hundred and ninety-nine, at said Taunton, then and there being such agent and employe of said employer, well knowing the premises, did, at said Taunton, unlawfully, knowingly and wilfully, unjustly discriminate against said Galligan, such employe as aforesaid, because of his, said Galligan's, membership in said labor association, by then and there discharging said Galligan from said employment and the employ of said employer, because of his, said Galligan's, membership in said labor association.

"Against the peace and dignity of the United States of America, and contrary to the form of said Act of Congress hereinbefore mentioned.

"Wherefore, the said complainant prays that the said Hugh J. Hill may be apprehended, and held to answer to this complaint, and further dealt with relative to the same, according to law.

"And the said complainant further prays that Peter J. Galligan, 5 Bean avenue, Taunton, Mass., and Augustus Clapp, 57 Oak street, Taunton, Mass., may be duly summoned to appear and give evidence relative to the subject matter of this complaint.

PETER J. GALLIGAN."

A Cute Trick.

A CERTAIN railroad official employed upon a road which, for diplomatic reasons, shall be nameless for the present, has hit upon a novel method of preventing his telegraphic slaves from attempting their emancipation. The document has been experted, and there is no chance for a mistake in naming its author should the occasion arise. It is in the form of a confidential letter, purporting to be from one telegrapher to another, in regard to the merits, or rather demerits, of organization, and it is intended for a reply to target system letters that telegraphers are in the habit of using. The trick was divulged when the letter was sent to many members who had never

written any letter to which this one was supposed to be a reply, with the result that inquiries were set afoot:

"DEAR SIR:—Your letter of recent date to hand, and contents most carefully noted. I have received many letters along this line, which all seem to have been written about the same time, but as yours is the most aggressive, I will take occasion to answer this one only, and open the question up with you, as to my absence from among your ranks, which I consider more a credit than a reflection.

"In the first place, you ask me, 'Why I am not a member of the O. R. T., and can I give you any good reason?' I can give a reason which is most satisfactory to myself, and surely should be so to every one else. I have no desire to connect myself with any striking labor organization, for I consider them dangerous to the public welfare. In the second place, I am employed by the ——— Railway Company, and while I admit our salaries are not large, still I accept service from them at this stipulated price, and I would consider that so long as my name appears on their pay-rolls that I was guilty of conspiracy were I, while accepting service from them, to use their time, that which they pay me for, to work against their interest. It would be a most shameful proceeding, and every one who is guilty should suffer the consequences. If you are not satisfied with your present salary, and treatment, why not resign? The company will accept your resignation, I am sure. They have never, during my thirteen years of railroad experience, requested me to remain in the service one minute if I really did not want to. Can you, in turn, give me any good reason for remaining in the service, and using every means you can to injure them? As I understand your letter, you are bitterly opposed to capital. Let us suppose you were out of employment, can you tell me to whom you would apply—would you go to some penniless parties, or would you try capital? Ah! 'Capital' is where you would pillow your head.

"In the third place, I have no confidence in the O. R. T., its officers, or men. They

have used every means possible to extort money from young men, and boys just budding into manhood, by their fickle promises. They seek to instill into them a bad principle. They are a set of organized vultures, who prey upon the imprudent young men of this, and all other systems, and by their great promises, cause these boys to rush pell-mell into their schemes, which only tend to break them down, and prohibit their future advancement. You, for one, are paying your money into this organization, whose officers are living on princely salaries, drawn from the poor working operators, who they will never benefit in any way. Said one young man to me: 'I've been paying money into the O. R. T. for four years, and with each payment of dues they make a promise that my wages are going to be raised.' Says he: 'I am sick and tired of their promises, and done with it!' I told him as he grew older this rank foolishness would all come out of his head. Those who were old enough to realize the gravity of the situation, and still clinging to it, certainly have anarchistic ideas.

"Fourth, and not by any means last, I have a family, and they are dependent upon my salary and future advancement. To gain this, I realize loyalty to the company must exist, and if I err, and should lose my position, I do not ask the O. R. T. to take up my case. I am willing to suffer alone, and do not ask hundreds of others to share with me my misfortune.

"I have written to you in a spirit of friendship, and trust you may receive it as it is intended. No letter I have yet received has had the least influence over me, and I prefer to stand by those from whom I am receiving my support. With best wishes, I am, very truly,"

(SIGNATURE.)

If toadyism could go any further than that it would have to cut a new trail. Remember the man who distributed this document is an official on a railroad where twenty-five dollars per month for a telegrapher is considered munificent remuneration for his time and accomplishments.

Editorial Notes

There will be a general shaking up short-ly among those railroad people who carry the big "I" and little "You" business too far.

Political parties will do for the workingman in the future about the same as they have done in the past. That is—give them the glad hand prior to election day.

Many members request that mention be made of the fact that A. Delay, who was expelled from Missouri Pacific Division No. 31, is not Bro. A. H. Delay, of Fort Hancock, Texas, who is an active worker and a thoroughly upright and honorable brother.

Each member will receive one of the new emblem lapel buttons, free of charge, as dues are paid for the next term. The design is copyrighted, and the buttons will not be for sale, being distributed to members only.

Wonder how many of those British officers who were killed at the commencement of the British-African war were shot in the back. It is said that after years of barrack life the petty domineering spirits are usually the first to get hurt when in action.

There are quite a number of members who cannot assimilate the idea that headquarters of the Order of Railroad Telegraphers have been removed from Peoria to St. Louis. Their mail is being forwarded promptly, however, thanks to the painstaking people who run the Peoria Post Office.

Organized labor at Cripple Creek, Colo., held a political primary in October, at which the only credentials honored were up-to-date union cards. It may be taken that in communities where the spirit of unionism prevails class consciousness will eventually supersede partisan politics.

We have received a copy of the instruction papers sent out by the Correspondence School of Technical Morse Telegraphy and Electrical Testing, and after a rather hasty glance over the same became very favorably impressed with the idea. Years ago an Electrical Department was tried in the columns of THE RAILROAD TELEGRAPHER, but on account of the repetitions necessary it soon proved uninteresting. Any telegrapher who wishes to post himself in the higher branches of electrical study will find the Correspondence School an efficient and economical means of gaining that end.

There is a species of bulldozing getting to be quite common among railroad officials of a certain class. They travel along the line trying to frighten telegraphers from helping themselves by means of organization. It is almost needless to state that all men have a right to belong to the union of their class, and that they should hold that right inviolate. Where complaints of this nature are filed THE RAILROAD TELEGRAPHER will look up the records of these officials and give them an airing. If such methods are right and proper a little publicity will be helpful to the man who wishes to establish a reputation as a labor baiter.

THE MUTUAL BENEFIT DEPARTMENT

A SSESSMENT NO. 14 IS DUE ON NOVEMBER 1, 1899. TIME FOR PAYMENT EXPIRES DECEMBER 31, 1899.

CLAIM No. 21.—Amount \$300; was paid October 17th to Thomas Miller, of 29 Castle street, Edgeley, Stockport, England, the nephew and beneficiary of Bro. Francis Miller, of Canadian Pacific Railway System, Division No. 7, who died from heart failure August 13th, 1899.

CLAIM No. 22.—Amount \$500; was paid October 17th to Mrs. Nina Davidson, of Davisville, Cal., the widow of Bro. Louis Davidson, of San Francisco, California, Division No. 170, who died from cerebral apoplexy, June 2, 1899.

CLAIM No. 23.—Amount \$1,000; was paid October 17th, \$500 to Mrs. K. Benthien, and \$500 to A. H. Klahn, both of Cordelia, Cal., they being the beneficiaries of Bro. Herman Klahn, of San Francisco, Cal., Division No. 170, who died from pneumonia June 7th, 1899.

CLAIM No. 24.—Amount \$300; was paid October 7th to Mrs. Katherine Scharr, of Millstadt, Ill., the mother of Bro. Andrew Scharr, of Missouri Pacific System Division No. 31, who died from pulmonary edema on July 11th, 1899.

CLAIM No. 27.—Amount \$300; was paid October 26th to Mrs. P. Sheehy, of Delavan, Minn., the mother and beneficiary of Bro. Daniel Sheehy, of Missouri, Kansas and Texas Railway System Division No. 22, who died from typhoid fever, July 26, 1899.

Thirty-five cents in Canadian stamps were received at this office on October 13th, pre-

sumably in payment of an assessment. There was no inclosure to indicate who the remitter was. The envelope bears "Lindsay and Haliburton" route stamp, dated October 10th. This remittance is held for a claimant.

Our Canadian members are requested not to remit Canadian postage stamps to this office on any account, as they cannot be used in the United States.

A Certificate is an Asset to the Beneficiary.

Twenty-eight deaths in less than two years is the record of the Department. They were all young men, who expected to live to a ripe old age, but some unforeseen circumstance took place and they found themselves at their journey's end many years before their time. It is a warning that should be heeded, and telegraphers should see to it that their families are protected by a paid-up certificate in the Department. Talmage, in one of his famous talks upon insurance, spoke thus:

"Oh," says some one, "I have more faith than you; I believe when I go out of this world the Lord will take care of my family." Yes. He will provide for them. Go to Blackwell's Island, go through all the poor-houses of the country, and I will show you how often God provides for the neglected children of neglectful parents. That is, He provides for them through public charity. As for myself, I would rather have the Lord provide for my family in a private home, and through my own industry, and paternal and conjugal faithfulness. "But," says some man: "I mean in the next ten or twenty years to make a fortune, and so I shall leave my family, when I go out of this world, very comfortable." How do you know you are going to live ten or twenty years? If we could look up the walk of the future we would see it crossed by pneumonia, and pleurisy, and consumption, and colliding rail trains, and runaway horses, and breaking bridges and funeral processions. Are you so certain you are going to live ten or twenty years that you can warrant your household any comfort after you go away from them? Besides that, the vast majority of men die poor.

Gleanings

Two thousand miners are said to have left the coal fields of West Virginia for the West.

* * *

The Legislative Council of Western Australia has recently passed a bill enfranchising women.

* * *

A great strike has broken out at the gun foundries and engineering works of Creuzot, in France.

* * *

The more common the use of the union label, the more uncommon will strikes and boycotts become.

* * *

The wealth of a nation may be estimated by the number of happy people employed in making useful things.—*John Ruskin.*

* * *

The carpenters and stevedores and workers in the railway shops of Havana, Cuba, have struck for an eight-hour day. Thousands of men are out.

* * *

John Barrett, Secretary-Treasurer of the Lafayette faction of the old Brotherhood of Painters and Decorators of America, died in Lafayette, Ind., October 6th. He was an earnest worker, and succumbed to that insidious disease—consumption. May he rest in peace.

* * *

Some level-headed labor organizations are considering a plan to establish co-operative grocery stores at railway division points—the stock to be subscribed for by employees only. No effort will be made to cut down prices, and whatever profits (if any) accrue will be divided among the stockholders. If these stores succeed, hardware, clothing, shoe and furniture departments may be annexed to the grocery stores.

It is said that the youngest telegrapher in the country is a young man only 10 years of age, named Rothrick, who has charge of an office on the Tyrone Division of the Pennsylvania Railroad. The boy receives and delivers train orders in a masterly manner. He is a son of C. Rothrick, the agent at Beech Creek.

* * *

More than 600 New York cloakmakers in the employ of a Broadway firm resumed work recently, having gained their demand for an increase of 25 per cent in the weekly wage scale. According to General Secretary Levy, of the United Brotherhood of Cloak Makers, it was expected that more than 2,000 hands would, under similar conditions, return to work in other shops.

* * *

Orders were received at Galveston, Tex., October 7th, to begin at once the work of constructing the great system of wharves and terminals there of the Southern Pacific road. The expenditure of \$5,000,000 is contemplated in the plans, and these include a double track steel bridge across Galveston Bay. One thousand men will be employed on the work, and when the undertaking is completed Galveston will be made the eastern terminus of the Southern Pacific.

* * *

In England the Electrical Trades Union is enterprising. It advertises in the technical papers. "Have you joined the Electrical Trades Union?" it asks, in display type, addressing electrical workers in general. "If not, write for particulars to general secretary," giving the address. This is a fair, open way of increasing the membership of the union and would seem to indicate that, in furthering the interests of their union, at any rate, English electrical workmen are up-to-date.

The first application of the mechanical stoker to a locomotive has been made on the Chesapeake and Ohio. The coal is put into a hopper by the fireman, thence it feeds down a six-inch cylinder, and a piston operated by steam throws a small charge of coal, from four to six pounds, through an opening in the firebox door. At the same time it is spread out evenly over the surface of the grates from side to side. The supply of steam and coal can be regulated for light or heavy work.

* * *

This fish story is promulgated by the New York *Tribune*: "On Moosehead Lake, Maine, an angler was fishing with a steel rod during a thunderstorm and struck a trout at the same instant that a thunderbolt dallied with his rod. The cork handle prevented the angler feeling anything more than a slight shock, but when he hauled it in he found the trout stone dead. He figured it out that the lightning bolt followed the rod and the enameled line down to where the trout had just taken hold of the hook, and there killed him."

* * *

The Ohio Falls Car Company, of Jeffersonville, Ind., is stated in newspaper reports to have lost track of a lot of 1,000 freight cars, which were recently completed by that company, and billed to the Denver and Rio Grande Railway Company, at Denver, Colo. On the railway company reporting within a reasonable length of time that the cars had not been received, a tracing agent was sent out to look them up. He is reported not to have succeeded as yet in recovering all of these cars from the reluctant clutches of car famished freight agents.

* * *

The Guardian Trust Company, of Chicago, has secured absolute control in the United States of the patents of the Pollak Virag Automatic telegraph system. The importance of the invention lies in its extraordinary speed performance. The machine used in its operation will shortly arrive in Chicago, and the first test of its workings in this country will be had there. A revolution in the sending of press and ordinary business messages is expected to result from the system. The maximum capacity of the

machine is said to range from 80,000 to 150,000 words an hour.

* * *

The Swiss Post Office Department has many surprises in store for the American tourists. Mail delivery everywhere free, even in a rural commune remote from the railroad, he may see a postman on his rounds two or three times a day. When money is sent him by postal order, the letter carrier puts the cash in his hands. If he wishes to send a package by express, the carrier takes the order, which soon brings to him the postal express wagon. A package sent him is delivered in his room. At any post office he may subscribe for any Swiss publication or for any of a list of several thousand of the world's leading periodicals. When roving in the higher Alps, in regions where the roads are but bridle paths, the tourist may find in the most unpretending hotel a telegraph office. If he follows the wagon roads, he may send his hand baggage ahead by the stage coach, and at the end of his day's walk find it at his destination.

* * *

Mr. A. A. Hurd, General Attorney for the Kansas section of the Atchison, Topeka and Santa Fe Railway Company, has ordered to the Topeka shops of that company, for general repairs, two box cars and one flat car, loaded with lumber. These cars are in miniature of the freight car equipment and are used by the company's attorneys as evidence in damage suits. These models have not only traveled from Topeka to practically every county seat along the line of the Santa Fe in Kansas, but to different points all the way from Chicago to El Paso, Tex. They have been used by the Santa Fe attorneys in illustrating the nature of accidents, and have assisted in saving the Santa Fe Company thousands of dollars in damages claimed. These miniature cars are perfect in every detail, but were built before the adoption of the air brake and automatic couplers, and the repairs they are to receive consist in being remodeled and brought up to the latest practice by the addition of air brakes and automatic couplers.

PERSONAL MENTION

BORN.—A pair of bouncing twins arrived at the house of Bro. and Mrs. G. T. Ferguson, of Turon, Kan., on October 24th. All are doing well.

BORN.—To Bro. and Mrs. W. R. Cawer, of Ironton, Mo., a nine and one-half-pound O. R. T. girl, on September 24th, 1899.

BORN.—To Bro. and Mrs. W. L. Webster, of McMillan, Tenn., on October 19th, an O. R. T. boy, weighing eleven pounds, the mother and baby both getting along nicely.

BORN.—To Bro. and Mrs. W. S. White, of Medill, Mo., a fine O. R. T. girl, October 21st, 1899. Bro. White is a member of S. F. System Division No. 23, and day operator for C. & N. W. Ry. at Tama, Ia. Congratulations from his any friends.

BORN.—To Bro. and Mrs. C. Royer Briner, operator on C. & O. Ry., at Louisville, (Tongs P. O., Ky.), a ten-pound O. R. T. boy, October 7th.

BORN.—To Bro. C. R. Briner and wife, a bouncing boy, October 7th, at Basic, Va. We will take cigars, "Roy."

BORN.—September 30th, to Bro. and Mrs. F. A. Dennis, Galena, Kan., an eight-pound O. R. T. boy. Mother and little one doing nicely.

BORN.—To Bro. and Mrs. T. E. Jones, of New York City, on September 18th, a ten-pound O. R. T. baby girl. Bro. Jones is a member of New York Division 44, and is employed as ticket agent for the Manhattan Ry. Co. in New York City.

MARRIED.—Bro. A. L. Tinsley, of River-ton, Ala., took a vacation in the latter part of September, and on the 26th day of that month was united in marriage to Miss Eva Lee, of Creola, Ohio. After an extensive trip the happy couple have settled down in

Riverton, where they are at home. Con-gratulations.

MARRIED.—Brooklyn, N. Y., Wednesday, October 25th, 1899, Bro. J. Cummings and Miss Annie Mullaney were united in holy wedlock. Bro. J. Cummings is second "trick" leverman at Montauk Junction, L. I. R. R., and enjoys a host of friends who, through THE TELEGRAPHER, send congrat-ulations.

MARRIED.—Bro. Frank C. Jordan, clerk for the Erie Railroad at Doylestown, Ohio, and Miss Gertrude Nicely, of Wadsworth, were married at Methodist parsonage, Wadsworth, October 11th.

MARRIED.—Bro. E. H. Guthridge, agent at Rittman, Ohio, for Erie Railroad, and Miss Edith Callahan, of Mingo, Ohio, were married at home of bride's parents Octo-ber 26th. The two above brothers are well known, and all of us wish them and their wives abundant happiness and success.

MARRIED.—At the residence of Mrs. A. P. Caldwell, Mooringsport, La., Sunday, at high noon, October 22nd, 1899, Bro. H. S. Weston and Miss Louise M. Elgin, Rev. M. G. Jenkins officiating. The groom is agent and operator for the K. C., P. & G. R. R. at Mooringsport, La., and a mem-ber of K. C., P. & G. System Division No. 5. The bride is one of the most popular young ladies of Caddo Parish.

DIED.—Bro. R. H. Ryan, of Norfolk and Western System Division No. 14, is re-ported killed in a wreck on the Norfolk and Western Railway on the morning of October 29th.

DIED.—Bro. W. B. Barton, of Gulf, Colo-rado and Santa Fe System Division No. 20, died at Temple, Texas, at 3:30 a. m., October 31st, and was buried at Midlo-

thian, November 1st. The report does not give particulars.

WANTED.—Present address of George C. Percival; last heard from at Spokane, Wash., working for the Great Northern, three years ago.
J. B. FOLEY.

Glen Buell, Ontario.

WANTED.—Address of J. L. Baxter, operator, formerly on Nickel Plate. Jack, I have some mail for you. Write.

R. W. KEYES,
DuBois, Pa.

WANTED.—Any one knowing the present address of John Boyle will confer a favor by writing the undersigned. Last heard from was working for Illinois Central at Chicago.

M. J. BOYLE,
Crested Butte, Colo.

WANTED.—The present address of A. D. Cunningham. Have letter sent in my care for him.

H. B. PERHAM,
Secretary and Treasurer.

WANTED.—Present address of Everett Jeremiah, about 26 years of age, minus left arm. Last heard of at Granger, Wyo., about six years ago. Any information will be thankfully received by his brother,

B. JEREMIAH,
Great Falls, Mont.

WANTED.—Address of the following Brothers, W. P. Wood, F. F. Fisher, W. W. Teal, and J. H. Owen. Yours in S. O. & D.,

S. C. MAHANAY,
Loc. S. & T.,
Sherwood, Mo.

WANTED.—Address of W. A. Kelley, last heard of as operator for B. & O. Ry. at Chicago. "Kell.," if you see this, won't you write me? Address

FORD H. HUNT,
Care General Office W. & L. E. Ry.,
Toledo, Ohio.

SISTER MINNIE RODEY, en route from New Mexico to Vermont, was a visitor at headquarters November 6th.

BRO. H. T. WISE, of Harrisburg, Pa., Division No. 3, has been appointed policeman for the Pennsylvania Railroad Company at Mifflin, Pa.

BRO. J. HARRIS REHL has returned from the West, much improved in health. He will organize in the vicinity of Cleveland, Ohio, during the winter season.

BRO. A. W. CRAWFORD, of C. & O. System Division No. 40, formerly located at Allegheny, W. Va., enlisted in the United States Signal Service Corps at Fort Riley, Kan., on October 3d, and departed for service in the Philippines.

BRO. L. E. HICKS, Chairman of the local board of adjustment for the Mountain District, C. & O. System Division No. 40, is the proud and happy father of a bouncing O. R. T. girl. Arrived October 20th, 1899. Mother and baby doing nicely.

IF BRO. O. R. McNABB, formerly of Nobel, Ark., and a member of System Division 31, will communicate with the undersigned he will find his overcoat and valise.

L. STEVENS,
Local S. & T. Div. 32,
Valley Park, Mo.



MISCELLANY

The Norfolk & Western Schedule.

THE General Committee of the telegraphers employed upon the Norfolk and Western Railway has been in conference with the officials of that road for some time past, and a schedule was finally agreed upon, which went into effect October 1st, 1899. The new rates of pay and overtime allowances means an increase for the telegraphers on that system of over \$7,000 per year. Following is a copy of the schedule:

Effective October 1st, 1899, the following regulations will govern telegraphers on the Norfolk and Western Railway:

1. Any employe required to perform the duties of a telegrapher at any regular telegraph station where the movement of trains is effected by telegraphic train orders, will be considered a telegrapher; provided, however, that this is not to apply to employes at stations who may be called upon temporarily for a short time a day to perform telegraphic duties where their regular work is not telegraphing. Telegraphers to receive no overtime except as provided in Article 3.

2. At offices where three (3) "tricks" are worked, eight (8) hours and time to make transfer will constitute a day's work.

At offices where two (2) "tricks" are worked twelve (12) hours, including time for meals and time to make transfer, will constitute a day's work.

At offices where one (1) "trick" is worked twelve (12) hours, including time for meals, will constitute a day's work.

3. When telegraphers are required to remain on duty more than twelve (12)

hours they will be paid overtime pro rata; provided, that in case of a call for special service, after having been excused for the day, telegraphers will receive fifteen (15) cents for the call. After the first hour overtime will apply as hereinafter provided. It being further agreed that at stations where regular scheduled passenger trains have to be met after regular hours, an allowance will be made of \$3.00 per month for one such train; if more than one such train, \$5.00 will be allowed.

4. In computing overtime, thirty (30) minutes, or less, will not be counted; thirty-one (31) minutes to sixty (60) minutes will be counted one (1) hour; and so on.

5. Telegraphers will be furnished with proper blanks for reporting overtime.

6. Overtime must be reported within forty-eight (48) hours, and should any discrepancy appear notice will be given claimant within five (5) days, when practicable.

7. All telegraphers will be excused from Sunday duty as far as possible, and no deductions shall be made from their pay unless they have been relieved by another operator.

8. Telegraphers will be considered in line of promotion, and the oldest in service shall have preference, if competent and worthy, the Superintendent to be the judge of the qualifications and ability of the applicant, viz:

First—Fitness for the position.

Second—Previous record for faithful service.

Third—Length of such service.

9. Telegraphers will not be disciplined or discharged from the service of the company without just cause, and will be given a prompt hearing within five (5) days, if practicable, before the Investigating Committee as now constituted, except that the Superintendent will be present at such investigations whenever practicable; and will be entitled to a representative of the telegraphers when desired, such representative to be an employe of this company.

When a telegrapher has been suspended from duty and upon investigation found not guilty, he will receive pay for time lost on said account.

In the event a grievance cannot be satisfactorily adjusted with the Superintendent, they have the right of appeal to higher authority.

10. At offices where telegraphers are required to do pumping they will receive five dollars (\$5.00) per month extra compensation.

11. No reductions from the present rates of pay shall be made except where changed conditions make it necessary; and if employes consider such reduction unwarrantable, they to have a hearing before the proper officer of the company.

12. When a telegrapher is moved or relieved from duty by a proper officer, he will receive full compensation for services rendered up to the time of actual leaving.

When relieved by extra man, extra man will receive no compensation until the regular man leaves.

A telegrapher asking for relief on his personal account will lose all time after being checked out, and until his substitute resumes work in case of a regular relief agent. If an extra man is used as a substitute, his pay will cease when regular telegrapher is checked in.

In case of two regular men being transferred by order of proper officer, the company will pay both.

13. Telegraphers while attending court or being held to attend court in behalf of the company, will receive three dollars (\$3.00) per calendar day, be furnished with transportation, and will pay their own expenses, they to turn in their court tickets

received from the Clerk of the Court to the railway company's representative.

L. E. JOHNSON, General Manager.

Adjustment of rates of pay of telegraphers of Norfolk and Western Railway Company, on basis agreed upon between Mr. L. E. Johnson, General Manager, and the telegraph employes, as recommended jointly by the Superintendent and representative telegraphers of the respective divisions:

STATION.	Present Rate of Pay per month.	In. raised Rate of Pay per month.
N. & S. Junction, agent, night operator and lever- man (joint).....	\$20.00	\$25.00
Ivor, agent and operator..	40.00	45.00
Wakefield, agent and oper- ator	45.00	50.00
Day operator to be put on at Wakefield		40.00
Day operator to be put on at Waverly		40.00
Disputanta, agent and op- erator	40.00	45.00
Petersburg yard, day oper- ator	45.00	50.00
Petersburg yard, night op- erator	40.00	45.00
Churchroad, agent and op- erator	40.00	45.00
Ford, agent and operator..	40.00	45.00
Wellsville, agent and oper- ator	40.00	45.00
Rice, agent and operator..	40.00	45.00
Rustburg, agent and oper- ator	35.00	40.00
Shenandoah Division—		
St. James, agent and oper- ator	40.00	42.00
Ripon, agent and operator.	40.00	42.00
Rileyville, agent and oper- ator	40.00	42.00
Radford Division—		
Elliston, agent and oper- ator	45.00	50.00
Houchins, day and night operator	45.00	50.00
Pembroke, agent and oper- ator	40.00	45.00
Ripplemead, agent and op- erator	40.00	45.00
Tulip, day and night oper- ator, each	45.00	50.00

STATION.	Present Rate of Pay per month.	Increased Rate of Pay per month.
Max Meadows, agent and operator	\$45.00	\$50.00
Glade Springs, operator... ..	40.00	45.00
Bristol, day operator.....	40.00	45.00
Pocahontas Division—		
Flat Top yard, night operator	40.00	42.50
Cooper, night operator... ..	40.00	45.00
Maybuery, day operator.. ..	40.00	50.00
Maybuery, night operator.. ..	40.00	50.00
Morgan, day operator....	40.00	45.00
Morgan, night operator... ..	40.00	42.50
Elkhorn, operator and clerk	40.00	42.50
North Fork, day operator.. ..	40.00	50.00
North Fork, night operator ..	40.00	50.00
Iaeger, agent and operator	45.00	50.00
Virginia City, agent and operator	40.00	42.50
Scioto Division—		
Delorme, agent and operator	40.00	45.00
Nolan, agent and operator.. ..	40.00	45.00
Naughtutuck, agent and operator	40.00	45.00
Wilsondale, agent and operator	40.00	45.00
Radnor, agent and operator	40.00	45.00
Lavelette, agent and operator	40.00	45.00
Recommendation to be made to Western Union Telegraph Company to provide a messenger for Western Union business at Wayne, at a salary of Joyce avenue, day operator	40.00	5.00
Chillicothe, day operator.. ..	40.00	45.00
Coal Grove, day operator.. ..	40.00	45.00
Valley Crossing, day operator	40.00	45.00
Valley Crossing, night operator (joint)	20.00	22.50
Haverhill, agent and operator	40.00	45.00
Franklin Furnace, agent and operator	40.00	45.00

STATION.	Present Rate of Pay per month.	Increased Rate of Pay per month.
Higby's, agent and operator	\$40.00	\$45.00
Bannon, agent and tower-man	35.00	40.00
Kenova, operators (yard office)	45.00	50.00

Increased rates of pay applying at ends of double track will remain in force only so long as conditions remain unchanged. Should double track be extended beyond the point at which increased rates now apply, the rate will revert to the rates of pay received at other telegraph stations of same class.

The negotiations were conducted by the following members, to whom the proper meed of credit should be given: Bros. J. F. Briant, C. E. Layman, W. H. Kirchmier, R. K. Currie, E. B. Spedden, E. W. Leasure, H. C. Calloway and W. A. T. Overstreet.

The following circular has been issued: TO ALL TELEGRAPHERS OF THE N. & W. RY. CO.

Roanoke, Va., October 6th, 1899.

Dear Brothers and Sisters:—Your committee concluded its negotiations with the management of the N. & W. Railway Company at 4:30 o'clock p. m., October 5th. As a result of our labors we have secured to you increases aggregating several thousands of dollars per annum, and a code of rules regulating your employment, which we hope will meet the requirements of existing conditions.

We have been in continuous daily conference with the management since Thursday morning, September 28th. Of the difficulties which beset and hedged us about, you can have no knowledge, neither is it the purpose of this committee in promulgating the result of its labors to say aught thereof. While it is true that all that was hoped for was not accomplished, we beg to call your attention to the fact that this is the first occasion that tangible and appreciable results have crowned our efforts. The foundation stones have been laid upon which to build our futures, a matter which is entirely in your own hands. Would you

be respected? So conduct yourselves as to command respect. In other words respect yourselves.

The new rules secured will be of little benefit unless your representatives are ever on the alert, and instantly call to the attention of the proper authority any infraction or misconstruction thereof and in a respectful and manly way insist upon a full measure of justice being done us at all times. We insist that this is as necessary to the business interests of the N. & W. Ry., as it is to this class of employees.

And now to those of you who may feel the pangs of disappointment, whose expectations have not been realized: We say to you, we crave your patient forbearance. We have no apologies to make, no excuses to offer in this respect. We have loyally represented and supported you. On no occasion have we lost sight of the interests of *all the telegraphers* on this system, as the length of time consumed in these negotiations surely indicates. In the face of the opposition brought to bear—if the concessions extended were refused—force would have been necessary in order to have accomplished more, and while in such event this committee felt that they could at all times command your loyal support, we could not see our way clear to involve you in a strife which would of necessity have left its unpleasant scars upon your future. Again we say to you, your future lies within yourselves! *Be loyal to your duty!* Be loyal to yourselves, and to those on this occasion who have represented you. We have done all we could! We have done the best we could! And the best as applied to this occasion is better than you have ever received before. A circular will be issued by the management as soon as possible, promulgating the new rules and rates of pay (which become effective October 1st, 1899) where increases have been secured. And now with the hope and assurance of a brighter future before you, we pray that you will give to us your renewed and continued loyalty. With best wishes we are,

Yours in S. O. and D.,

GENERAL COMMITTEE.

T. H. LANKFORD,
Secretary and Treasurer, Cloverdale, Va.

TROUTVILLE, VA., November 1st, 1899.

To all Members of N. & W. System Division No. 14:

You are hereby assessed the sum of \$1.50, which you will please remit to Bro. T. H. Lankford, Secretary and Treasurer, Cloverdale, Va. This assessment becomes necessary in order to meet the expenses of your General Committee while at work on your schedule, which took effect October 1st. I hope that all will comply as cheerfully as your Committee worked for your cause, thereby showing your gratitude to them. Yours in S. O. and D.,

C. E. LAYMAN, General Chairman.

Approved: W. V. POWELL, President.

Testing the Erdman Law.

MENTION is made on another page of the arrest of Hugh J. Hill, chief train dispatcher of the New York, New Haven and Hartford Railroad, on a charge of having violated Section 10 of the Erdman arbitration enactment. The section referred to reads as follows:

That any employer subject to the provisions of this act, and any officer, agent, or receiver of such employer, who shall require any employe, or any person seeking employment, as a condition of such employment, to enter into an agreement, either written or verbal, not to become, or remain a member of any labor corporation, association or organization; or shall threaten any employe with loss of employment, or shall unjustly discriminate against any employe because of his membership in such a labor corporation, association or organization; or who shall require any employe or any person seeking employment, as a condition of such employment, to enter into a contract whereby such employe or applicant for employment, shall agree to contribute to any fund for charitable, social, or beneficial purposes; to release such employer from legal liability for any personal injury by reason of any benefit received from such fund beyond the proportion of the benefit arising from the employer's contribution to such fund; or who

shall, after having discharged an employe, attempt or conspire to prevent such employe from obtaining employment, or who shall, after the quitting of an employe, attempt or conspire to prevent such employe from obtaining employment, is hereby declared to be guilty of a misdemeanor, and, upon conviction thereof in any court of the United States of competent jurisdiction, in the district in which such offense was committed, shall be punished by a fine of not less than one hundred dollars and not more than one thousand dollars.

The Boston *Daily Globe*, in its report of the proceedings, says:

"The first active move in the fight between the New York, New Haven and Hartford Railroad Company and the Order of Railway Telegraphers, which has excited intense interest in labor circles throughout the country, was made this forenoon before United States Commissioner Fiske, when a hearing was given Train Dispatcher Hugh J. Hill, of the Taunton Division of the railroad, on a complaint brought against him at the instigation of Peter J. Galligan, a youthful member of the Railway Telegraphers' Union.

"Hill is accused of having discharged Galligan on the ground that he was a member of the Order of Railway Telegraphers, in violation of section 10 of the interstate commerce law, so called.

"Charles F. Choate, of the firm of Benton & Choate, counsel for the New York, New Haven and Hartford Railroad, appears as counsel for Hill. District Attorney Jones and Assistant District Attorney Casey are looking out for the interests of the prosecution. M. M. Dolphin, of Kansas City, who is First Vice President of the Telegraphers' Order, is aiding the government. He was in the court room to-day.

"The proceedings were rather brief. Only one witness testified. He was Peter Galligan, the complainant. He is a bright young fellow, apparently being 23 years old.

"Galligan was the first witness. He related a conversation he had with Hill on

April 4th, the day of his discharge. The talk began in the morning and was resumed and finished in the evening. Witness testified:

"On the morning I left the company, April 4th, I had a talk with Hill; no one was present. He said: 'I wish you had stayed out of the O. R. T. You have a good chance here and are spoiling it by mixing up in this thing.' I said: 'What have I done?' He said: 'It doesn't look well to have a man in the dispatcher's office who is so active in the union.' I said: 'I don't want to drop it. I don't think you ought to ask me to.' He said: 'You are making a big mistake.' I said: 'If there is anything obnoxious to you in my connections with the Order I will stop it, but I won't get out.' Then he said: 'I shall not have you in the office any longer if you don't.'

"That evening I again talked with Hill in the dispatcher's office. It was between 6 and 7 o'clock. Train Dispatcher Clapp was in the office, but Hill told him to go out as he wanted to talk with me. Clapp went out.

"Hill then said: 'I suppose you have thought that matter over and hope you have changed your mind.' I said: 'I have not. I haven't done anything since I have been in the Union that I am ashamed of.' He said: 'Nothing to be ashamed of, but you have poor taste in mixing up in this thing.' I said: 'What do you think us fellows are trying to do? We are not anarchists. We are employees organized to protect ourselves.' He said: 'You will find that your leaders are quietly dropping out.' I said: 'I have been in it a long time, and I don't intend to drop out now.' He said: 'I may as well tell you I have been in Boston to-day, and I have been ordered to reduce my force.' I said: 'Well, I am the youngest operator in the office and I suppose if any one is to go, I am, but I suppose you can give me a job in the division somewhere.' He said: 'No, I can't.' I said: 'What has this to do with the O. R. T.? If I leave will it help my chances?' He said: 'Are you thick? Can't you see through any-

thing? The company doesn't want O. R. T. men in an office like this, and they aren't going to be in it." I said: "Self-preservation is the first law of nature! What do you want me to do?" He said: "I want you to get out of it." I said: "You want me to get out of it altogether, and lose my insurance?" He said: "Yes. Repudiate the whole thing." I said: "I will not get out of the Order, anyhow." He said: "Is that your final decision?" I said: "Yes." He said: "I guess we won't need you any more after to-night." I said: "To-night?" He said: "Yes." That ended the conversation.

"Mr. Choate subjected the witness to a cross-examination. He elicited from him that he had nothing to do with operating on trains or cars. The line of his examination foreshadowed a claim on the part of the defense that the discharge was made purely to reduce the force and curtail expenses, and was in no way connected with the witness' membership in the Order of Railway Telegraphers.

"No further evidence was offered by the government.

"The defense put in no testimony, and arguments began as soon as Galligan left the stand.

"Mr. Choate contended that the people who were intended to be included in the provisions of the statute were those who were actually engaged in railway train service, that is, in the actual operation of the train. The words 'railway train service' had a special significance to all railway men. It meant only those men who were engaged on the trains, and Congress, in framing this law, had contemplated its application only to those men who were engaged in actual train service.

"District Attorney Jones said that train service was very well understood to mean the running of trains on schedule time. It was essential that trains should be run on a timetable, and the telegrapher who gave the information for guiding those trains was just as much employed in train service as was the brakeman, the conductor, or any other employe of the road. He said the provisions of the statute seemed to clearly apply in this case, and the govern-

ment was perfectly well satisfied that they were meant to apply in just such cases as this.

"The Commissioner then held the defendant in \$500 for the grand jury, which will convene on December 5."

Giving Way to Temptation.

MY observation has been that men who give way to temptation and steal from express companies never profit by their theft and generally confess when caught," said Captain John Byrne, special officer of the United States Express Company recently.

"They can't stand the strain.

"Conscience, fear, and repentance drive them to confession, and there is always some flaw in the best of plans.

"There is a man holding a high and responsible position in a Western bank who had some bad hours in his life, but he will never weaken again.

"In a moment of weariness over the smallness of his income compared with his ambitions, social and otherwise, he found that he could steal a package of \$100,000 and be free from detection at least two days. It had been carefully packed for shipment and sealed, then entrusted to his care over night by the president for shipment next day.

"The clerk thought to do it, assume disguise and fly the country. He could send for his wife and baby later on.

"Every plan was made, but he did not tell his wife.

"He imagined her grief over his disgrace, but decided that her love was strong enough to forgive when they were living in luxury in another country. So placing the package in his valise, and kissing his sleeping wife and child good-bye, he started by the midnight train. He was both desperate and resolute, and intended writing to his wife explaining all.

"He took a berth in the sleeper, putting the precious bag in with him near his pillow.

"He could not sleep. A few hours of conscience changed his purpose.

"In vain he tried to summon back the courage with which he had planned the crime.

"He led himself into the seductive realm of imagination, picturing the luxury which the stolen money would buy.

"All, all, in vain. There would cross his stricken wife—she, the soul of honor, goodness and virtue. At last the great wave of remorse swept across his soul, and he called the porter to learn when he could get a train back home.

"Luckily he could take one at the next stop. The remorse-stricken man surprised the porter with a tip of a dollar, stepped out and caught the returning train.

"He was in the bank at opening hours, pale, haggard, and uncertain as to step and speech. Into the president's office he went, still carrying the valise containing the precious package. In a few faltering words he told the president the story of great temptation and a great remorse, begging forgiveness.

"The president merely smiled and asked for the package. With trembling hands the stricken man gave it up.

"Only a little deception, my dear boy."

"We thought you honest, but all men have a moment of weakness. This is a dummy package, nothing but paper. You have stolen nothing, and I forgive you. Go to your desk and the matter will be kept secret between you and me."

"A cold sweat stood on the man's brow. He staggered to his place in the bank, and realized that he had been on the brink of a great crime and a worse disappointment.

"As I said before, express robbers never profit by their misdeeds.

"One night a messenger named Bagley on a Western road was given a package containing \$100,000. He put it in the money box, then took it out, throwing it on the floor. At a lunch station he took it out and secreted it in a barn.

"Of course it was missed, and Bagley was suspected. He kept on his run, but Manager Shepard put him in the sweat box and Bagley owned up.

"He took Mr. Shepard to the hiding place one dark, snowy night, and going into the barn with a lantern, they pulled the precious sack out from the hay and Bagley was rewarded with a term in prison."—*Express Gazette*.

Strike of Surgeons in British Mines.

A STRIKE of surgeons in the British colliery district, which affects 100 surgeons and from 2,000 to 3,000 miners, is the latest thing in strikes. One of the miners' clubs refused to listen to the representations of the Colliery Surgeons' Association, recently established, and advertised for medical men to come into their district. One man has done so, and he will not be recognized by the colliery surgeons. The surgeons are unanimous and in no circumstances will recognize the intruder. Moreover, they decline to attend any member of the Wigan Society, which has treated them so badly. The club is governed by a board, and the quarrel is really with that board rather than with the members. Each member of that board draws five shillings and traveling expenses for attending a meeting, more than in many cases a surgeon receives in attending an accident case, whatever number of visits may be required. In one district the amount paid for accident cases was only 1s 2d; in another 2s 4½d a case. The surgeons offer to attend accidents for 15s a case, this fee to cover attendance for twelve months if necessary. They have offered to meet the miners themselves at the general meeting, but the board will not hear of this. It is believed that the men themselves, if the matter could be explained to them properly, would be ready to meet the surgeons, whom they have been accustomed to trust, but their board seems determined to fight the matter out. Therefore there is no recourse but to meet the board with their own trades union weapons. To this the Colliery Surgeons' Association has been driven, and it is probable that it will succeed.

Jim Gets a New Machine.

THE Inspector in the *Railway Age* of November 3rd is responsible for the following:

I have often had something to say about the perniciousness of a somewhat widely prevalent practice of blue-penciling requisitions, as a matter of habit and without careful consideration of the merits of the case. Possibly the accompanying matter (which seems fairly self-explanatory) may contain a suggestion.

The copy of the requisition comes to me with the following note:

In these melancholy days of railroading, when nothing appears to go as you want it, and there are no cars and no material and a man "can't do nothin', nohow," it is the occasional sidelights which relieve the situation. The inclosed is too good to keep to ourselves and will touch a sympathetic chord in more than one office on more than one road:

There once was a railroad out West
Which with typewriters was stingy at best;
Rio Grande is its name,
It's a horrible shame,
And has really got quite beyond jest.

Pueblo is the place where, I think,
The machine there would drive one to drink!
It is nineteen years old,
Of a primitive mold.
Of decay it is quite on the brink.

In the office of genial John Burns
This antique old instrument earns
All the epithets vile
That it gets all the while,
In "cuss" words much stronger than
"durns."

My dear Mr. Hobbs, let me pray
That you lay this before E. T. J.,
And we humbly beseech
That his heart it will reach
And he'll not turn a deaf ear away.

J. C. JEFFERY.

The requisition bears the following indorsements:

DEAR MR. J.:—It would be a pity to discourage such talent as this. Jim ought to be

given a new typewriter (a machine) and made requisition clerk. C. M. H.

C. M. H.:—I suppose we must encourage our poet and send the machine (not a girl), so he can provide more machine poetry.

E. T. J.

It is needless to say that Jim is in a fair way to get the machine. With a better machine he may be able—but it is too soon to speculate.

The A. F. of L.

THE nineteenth annual convention of the American Federation of Labor will be held at Harmonie Hall, in the city of Detroit, Mich., beginning at 10 o'clock Monday morning, December 11, 1899.

In the official notice calling the convention, President Gompers and Secretary Morrison, say:

"At the present time, when industry is recovering from the severe depression to which it has been subjected for so many years; at this time, when the labor forces of our land are making strenuous efforts, not only to restore the standard of wages which formerly prevailed, but to improve the conditions of labor in a commensurate degree with recent great advances made in industrial invention, aggregations of capital and mastery over natural forces, it behooves us, the pioneers of the mighty organization of labor, which is now assuming distinct proportions, to meet in solemn conclave and resolve upon such measures as may seem best calculated to consolidate the trade union movement and thus hasten the grand work upon which the future civilization of our people inevitably depends."

The American Federation of Labor represents the practical side of the reform movement and its scope of usefulness has no boundary. Its power is constantly growing, and as it believes in civilized methods, winning its way on the merits of the case, instead of resorting to brute force the perpetuity of the plan is established. It will be one of the potent forces in bringing about the new time when men shall understand what justice means and see that it is established as a rule of life.

Marconi's Wireless Telegraphy.

MR. W. B. BRADFIELD, who is assistant to Signor Marconi, writes in the *New York Herald* in regard to wireless telegraphy, in the following instructive and entertaining style:

As is, of course, well known, the Marconi system is worked by means of Hertzian waves, so called after the late eminent German professor, Heinrich Hertz, who first experimentally proved their existence thirty years or so after Clerk Maxwell had mathematically predicted them.

At his New Jersey station Mr. Marconi employs the following apparatus to generate and collect these waves: The first thing that is apparent to the observer is a tall mast, 150 feet high, from the top of which is suspended a wire—it is actually an ordinary insulated copper wire, such as is used for electric-lighting purposes—which passes through a window of the operating room and is joined up inside with the apparatus. There is nothing strange in the appearance of the mast itself, and no effort is made to clothe this part of the apparatus with mystery. With regard to apparatus within the room, simplicity is the most amazing part of it. The whole apparatus is fixed on a small table about four feet long and two feet wide, and the battery for supplying the power is packed underneath it.

This battery consists of 98 dry cells, which are connected up 14 in series, and seven in derivation, and is joined up in parallel with eight accumulator cells to give a steady current of six amperes. The actual generator of the waves is an ordinary inductor or Ruhmkorff coil, such as is used for the production of X-rays, and is capable of giving a 10-inch spark. Each end of the secondary winding of this coil is fitted with a sparking rod, to which is attached a brass ball $1\frac{1}{2}$ inches in diameter.

To one of these balls is connected the vertical wire; the other is joined to earth. With the single addition of a Morse key in the primary circuit the transmitting apparatus is complete.

Consider for a moment what happens when this key is depressed. The immediate and apparent result is a loud, crackling spark discharge between the two brass balls, which are adjusted to be about two centimeters apart. The more important result is that the vertical wire at the moment the spark passes, emits waves which go out into space in all directions, and continue to do so as long as the key is depressed. It is quite easy to understand, therefore, that by depressing the key for a short or a long period, short and long series of waves or oscillations are emitted, and the Morse alphabet, which is used in ordinary telegraphy, may be employed.

The only thing that remains, is to get something that will pick up and indicate the presence of these oscillations.

The apparatus which Marconi employs to do this is what is commonly known as a "coherer," a name which is due to Professor Oliver Lodge, of Liverpool. An Italian, named Calzecchi, was the first to discover the sensibility of coherers and filings tubes to Hertz waves. He found that metallic filings in a loose state of contact offered an appreciable resistance to the passage of a current. He found also, however, that on exposing these filings to the action of Hertzian waves the resistance fell enormously, but that on shaking them up the resistance was increased again to its original value. Marconi's coherer works on the same principle, but is vastly more sensitive and reliable than those used by Calzecchi, Branly and others.

It consists of a small glass tube about two inches long, in which two small silver plugs a quarter of an inch long are tightly fitted, and separated from each other by about one-thirtieth of an inch, the gap between them being partially filled with a mixture of nickel and silver filings, these metals having been found to be the most sensitive and reliable after a long series of experiments. The coherer is exhausted to a vacuum of four millimeters.

So much for the coherer. The rest of the receiving apparatus is perfectly easy to understand. In circuit with the co-

herer is a single dry cell, and a telegraphic relay of the ordinary type. This relay is used to close the circuit of a local battery, which works a Morse writing instrument, and also an electric bell hammer, which strikes the coherer a smart tap to restore it to its normal high resistance after it has received an impulse from the distant transmitter.

To protect the coherer from the too powerful effects of the local transmitter, the whole receiver is enclosed in a metallic box.

To receive a message all that is now necessary is to connect the vertical line either directly or through a small induction coil to one end of the coherer, the other end of it being connected to earth.

Such is the Marconi apparatus in use at the *Herald's* New Jersey land station, and it is in exact duplicate aboard the steamer "Ponce." She has been specially rigged with a new topmast, to give the same height of wire as that at the land station, and the instruments are installed in the chart house.

The distance that will have to be bridged will probably not exceed 35 miles; the apparatus employed would, however, be capable of sending and receiving messages at a distance of nearly 80 miles.

The chief factor in determining the distance possible is the height of the vertical wire. Mr. Marconi finds that by doubling the height the distance becomes quadrupled. That is, assuming 20 feet will give one mile, 40 feet will give four miles, 80 feet 16 miles, and so on. There are, of course, other factors, such as the sensitiveness of the coherer and the adjustment of the apparatus generally, but apparently they are not so marked in their effects.

Why this vertical wire is necessary for long distances is not very certain. It has been suggested that the earth's curvature may have something to do with it. Compare this, however, with Mr. Marconi's results in the English naval maneuvers this summer, when, with 150 feet of wire at each end, he succeeded in telegraphing 75 miles. To do this the waves must

have passed through a "hill" of water 35 miles long and 700 feet high. More probably, the vertical wire is necessary because its use lengthens the waves and propagates them in a plane vertical to the surface of the earth, and they are, therefore, less likely to be absorbed by it. The fact that the waves are lengthened, of course, causes them to be more penetrative, and capable of affecting a receiver at a greater distance.

Of the working of a wireless-telegraph station there is not much to say, as it is essentially the same as that of any other telegraph office. At present the speed of transmission is rather less; it does not ordinarily exceed about 15 words a minute, but this will, of course, increase with time. A call is indicated by a bell which is switched off during the reception of a message. As before stated, the telegrams are printed in dots and dashes on an ordinary Morse inker, the operator having merely to read them from the tape.

The key used is of a slightly different form from the usual Morse key, the back contact being used to connect the vertical wire to the receiver, so that no changing over from the transmitter to the receiver is necessary after sending a message.

A Curious Epistle.

ONE of the most prolific causes of difficulty between railroad agents and the officials is personal ill-will engendered between the agent and the company's patrons, because the agent must observe the company's rules in all of his transactions. A state of affairs not readily understood in small towns where accommodations are extended in a neighborly way and expected from all, even including the station agent. There are some accommodations that the agent would risk his position if he extended, and when he declines he brings down the wrath of some one on his devoted head.

The following letter, addressed to a certain official in the original, is furnished by the agent who is the subject of complaint.

who regards it as a good joke on himself, not being the kind of man the letter seeks to indicate.

September 23, 1899.

"GENTLEMEN:—Advice you not blind-fold and neglect about the agent here. We regard him as a rescal and he didn't behave like a gentleman. For he used the bad and profane language while he cussing when the freight lading deliver from the lime kiln store and mill and people. Why, he invites his bad friends to come in the office because they and he treat in drinking. Though *no admittance on the office door*. He used drink and play cards in office during business hours and nights and also on Sundays. The other people here don't like that. They tell you truth than you ask him for he can tell a lie. He is the worst than the other agent here. Every body like him better than your agent here. You must do the best than ask him. I travel on the rails and found every agent better than him on the rails. The other people do not want him to stay as agent because they wish a better one than him, You not *need* to tell him about this letter for *advice*. You do best than ask him. Very truly,

"TRAVELER."

Level Up, Not Down.

A CIRCULAR is being sent to the employing printers of New York, says the *Labor Advocate*, in which it is stated that the wages and rents paid by New York firms are higher than those paid in Philadelphia.

It is feared that an attempt may be made to equalize by reducing wages.

Whenever any equalizing is to be done, it is strange that the only method some employers can think of is to reduce wages.

Why not make an organized effort to lower rents?

The landlords should be made to bear their share of the uncertainties of business as well as the wageworkers.

Or, why not try to level up wages in Philadelphia to prevent employers in that city from cutting prices?

If this equalizing process is allowed to begin, no one can tell where it will end.

Wages are lower in some Southern cities than they are in Philadelphia. They are lower in Europe than they are in America, and lower in China than they are in Europe.

To lower wages is to ruin business. The welfare of the American people depends upon maintaining a high rate of wages, because the organization of trusts has made us a nation of wage-earners.

The superior intelligence and independence of American workmen result from the fact that wages are higher here than in other countries.

The greater volume of business here is due to the same fact.

There are very few bicycles, pianos, books, watches, etc., sold in China or India, because the working people there receive only 50 or 60 cents a week.

There is very little work in the building trades in those countries, because the workmen receive so little they can only afford to live in cheap shanties.

There are no profitable street car lines in China, and few railroads or steamship lines, because the people are too poor to travel.

The whole business of China is on a 2-cent basis, and the result is stagnation and lack of enterprise.

If wages were forced down to the Chinese level, nine-tenths of the employing printers would have to close their shops.

You cannot sell goods to a moneyless people.

If employers could look at business in a large and statesmanlike way, they would see that it is to their interest to keep up the standard of living and the rate of wages.

Russian Railway Jobbery.

IT is not known that those in charge of the construction of the Siberian Railway were ever under the tutelage of the members of the American Credit Mobilier, says the *Chicago Chronicle*, but, judging by reports that comes from that region, they would have been apt pupils. They certainly have a trick or two that would put their American compatriots to the blush.

It appears that the different works have been executed in a manner that shows very little conscience. Everything, or nearly everything, will have to be done over again before the authorities can think of throwing open this gigantic line to regular working. In very many places the road gives way on the passage of a train a little heavier than usual or traveling at a speed of more than twenty miles an hour, and accidents more or less grave are continually happening. More than usual courage is demanded of any one undertaking a journey on the railway. This construction *a la russe* has already swallowed up hundreds of millions of rubles, or, to speak more truthfully, the constructors, and not the construction, have absorbed the millions. People are beginning to ask how it will finish. There is still more. Several Siberian journals, which are, moreover, closely controlled by the local censors, publish the following statements:

"For several months the navy contractors have not been paid in cash, despite the terms of their contracts. The engineers in charge, who represent the government, declared that they had no more money, and the contractors must be satisfied with bonds, which the Siberian and Chinese banks have for some time discounted at $8\frac{1}{2}$ per cent. Frequently these bonds were not paid on falling due, and in consequence the banks refuse to act any longer as intermediaries between the government engineers and the contractors. It was only when one of these engineers, Prince A—, who had made a fortune, undertook to be personally responsible to the banks, that they resumed the functions of discount brokers. But the Prince's guarantee is somewhat costly, seeing that he claims a little fee of 15 per cent. The contractors are furious, but they find themselves helpless, owing to the clause inserted in all the contracts to the effect that disputes between the engineers and the contractors of the line have to be settled in St. Petersburg. To lodge a complaint 6,000 miles from the spot where the circumstances have occurred is at least inconvenient and would entail years' delay. The position of the unfortunate navvies themselves can be imagined from the treatment of the con-

tractors. Their wages are paid very irregularly, and always with deductions. Badly fed and badly lodged, it is not surprising if they give only half a heart to the work."

Telephoning Without Wires.

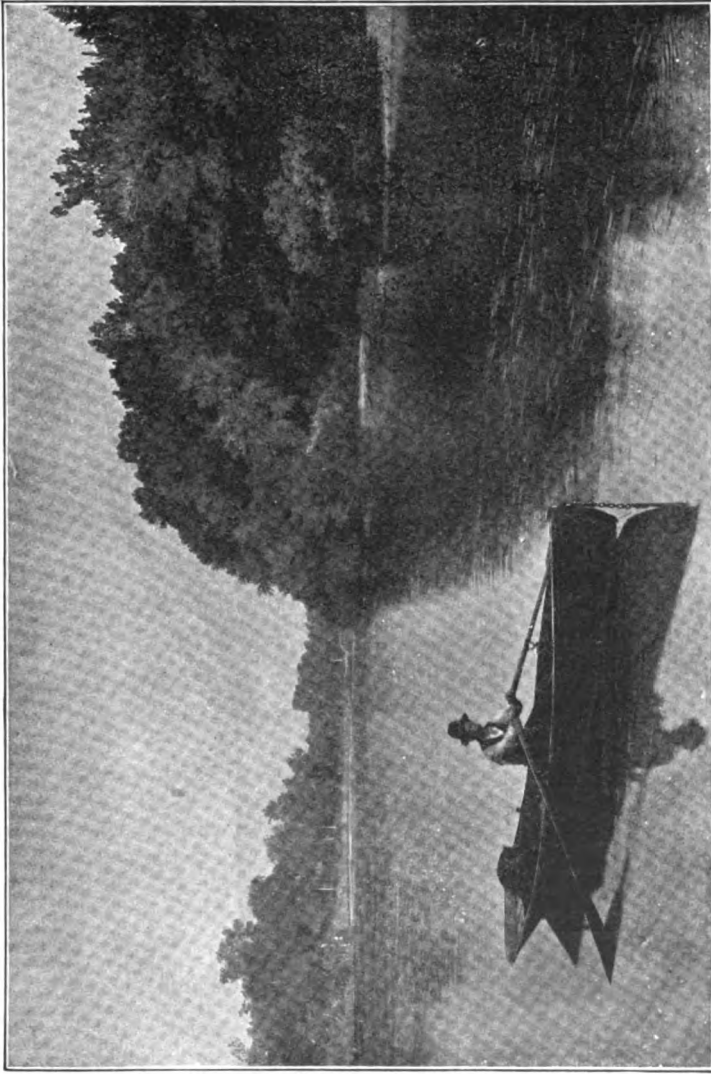
EXPERIMENTS in wireless telephony have been made on the Italian gunboat *Scilla*, in the gulf of Genoa, in the presence of scientists and naval experts. The inventor is a Sicilian professor, Signor Mario Russo d'Assar.

Concerning the invention and the trials which have been made, a translation of an article in *L'Italia Marinare*, which is confirmed by official reports is given:

"It is well known that transmissibility of sounds is in direct ratio to the density of the means through which they are transmitted. It is equally well known that water is an excellent means for transmitting sounds to a distance. It has been noticed that a bather immersed in water hears with great distinctness the sound of a steamer's engine in motion, because the water in which the latter is immersed is in a special state of vibration, owing to the movement of the engine and the screw actuated thereby.

"From these principles the inventor derived the conclusion that if the ear could seize these vibrations of sound, an instrument of great sensibility functioning below water would be susceptible of seizing them at a greater distance and with greater distinctness, and became convinced that a telephone apparatus should be the point of departure for obtaining the practical means of signalling between two vessels. The water would take the place of the wires. It was necessary, first of all, to construct a sound receiver which would perform the functions of the ear below the surface of the water, then another apparatus that would increase the sounds received and indicate the direction whence they come.

"The telephone apparatus is composed of the part which is placed on the conning bridge and the one which is secured to the ship's side, and is immersed in the



THE MERAMEC RIVER AT PACIFIC.
(Courtesy St. Louis & San Francisco Ry.)

water, from which it receives the vibrations produced by the engine of motion of another vessel, and transmits them in increased volume to the telephone apparatus.

The submarine receiver is a kind of box secured to the hull, with a number of depressions, so as to receive the sounds from all directions. From the center of each of these an electric wire leads to the telephone, which latter contains an ingenious mechanism based on Edison's well-known scientific principles. A dial plate on a board is divided into two parts corresponding to the two sides of the ship. Two hands indicate the direction of the steamer signaled. A system of bells at the upper part of the dial-plate and one of the receivers on the board indicates by sound with the greatest distinctness the rhythm of the screw of the distant vessel.

When coming within seven kilometers of a steamer the hand of the telephone turns and indicates the direction of the vessel and follows its route, while the bells and receiver beat simultaneously the cadence of the distant screw. The noises of the vessel on which the apparatus is located cause no disturbance, because, owing to the special construction of the submarine receiver, they are not transmitted.

Commander Richard Clover, chief of the Office of Naval Intelligence, says, that the invention has received a great deal of attention abroad and contains elements of success. If it is found practical it may be used in the American naval service."—*Telegraph Age*.

Pigeongrams in New Zealand.

THE New Zealand Government has adopted a novel but thoroughly successful means of postal service from one island to another by means of homing pigeons. To denote the message carried by the "pigeon post," the new word "pigeongram" has been adopted. In organizing the service the first difficulty lay in obtaining complete control and ultimate possession of the birds used.

This was overcome by the government agreeing to pay the owner of the birds a large proportion of the postage to be charged. The Postmaster-General then authorized the issuance of 600 special "pigeongram stamps" as a trial issue, one of which was to be used on each message sent. These stamps cost 25c each, and are purchased and canceled at the sending and receiving post-offices in the usual manner. The message is written in lead pencil on thin but tough tissue paper, the stamp is placed on the center and then canceled. The message is folded up into a small compass, tied under the wing of a bird, and in an hour is in the hands of the person to whom it is addressed. The Auckland post-office authorities believe that in this way they will be able to send a pigeongram across an expanse of thirty miles at a less rate than the telegraph companies charge for a ten-word message.

The Man Who Knows it All

This world is full of misery
That ought not to exist,
Folks have no right to charge to fate
The luck that they have missed.
We take the wrong road to the goal
And stumble, trip and fall,
When right next door perhaps there lives
The man who knows it all.

He's ready, too, to give advice,
If you are indigent,
He'll tell you what you ought to do,
And not charge you a cent.
The fault is yours if you go wrong
And fall and have to call
For help. You should have gone and asked
The man who knows it all.

Oh, what a wretched, wretched place
This erring world would be
Without the constant help vouchsafed
By him and such as he!
So when you meet him anywhere
Before him prostrate fall
And worship, as you ought to do,
The man who knows it all.

—*Somerville Journal*.

A Tale of Key and Sounder.

"M F, MF, MF, RO, MF," clicked the sounder in the little telegraph office at Merrifield, and the tall, handsome operator in charge hastily crossed to the table, and opened the key.

"II, MF. Is that you, Kittie?"

"Yes; I'm going home now, Carl, Gn."

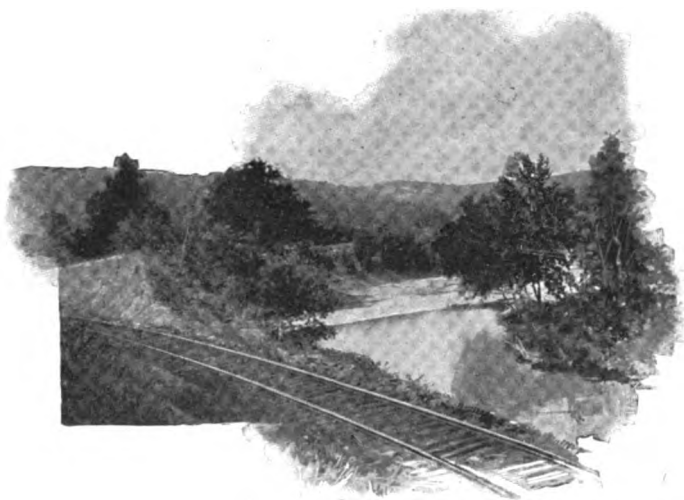
"Ready to close up, are you? Wish I was, but I've got to wait for No. 24, and she hasn't left Horton yet! Anything doing this P. M.?"

"Not very much."

"That's good! Then you're not all tired out. Been pretty busy here; good deal of freight coming in. Well, I

to be married, and she who in all her brief eighteen years of life, had never known the sweetness of "belonging" somewhere and to some one in particular, was about to realize, from her own experience, the joys of home love, and home possession.

It was a very happy little woman who sat, after tea, in the small second-story bedroom, putting careful stitches in a pretty garment, and thinking tender, loving thoughts of the one who represented all of the happiness that had ever come to her. It seemed such a little while since last summer, when she had come, a shy, inexperienced girl, to take charge of the



CLEAR CREEK, BOSTON MOUNTAINS.
(On Frisco Line.)

must'n't keep you, little girl; I'll run up for a while between trains to-morrow if I can. Gn., Kittie."

"Gn., Carl;" and Kittie Osborne, operator and agent at the little station of Rolston, on the B. & M. G. R. R. locked the door of the depot, and walked down the narrow grass-grown path, fragrant with wild roses on either side, to the barn-like structure bearing the dignified title of "Hotel Rolston," which, for the present, she called "home." For the present, only, for next month she and Carleton Douglas, agent and operator at Merrifield, were

tiny office at Rolston, and, though there was almost nothing to be done, she was sure she could never have "held it down" if it had not been for "MF." He had been so kind from the first, and had "practiced" with her "over the wire," at odd moments, until she could "receive" from any operator along the line, even that dreadful "TS" in "XD," the train-dispatcher's office, who "sent" as though he expected each moment to be his last, and must clear up all business before his demise. She could not understand why "CN" should take so much trouble to

help her, never dreaming that a chance glimpse of her sweet, pathetic, little face, as he passed through Rolston, on a brief "run" up the road the day after her arrival, had then and there played havoc with his heart, and constituted him her sworn champion against any and all imposition, and sarcastic criticism of incompetency, even though it came from that "great Mogul" himself, the train-dispatcher at "XD."

It did not take long for "CN," with his handsome face, and strong, magnetic tenderness, to win "K's" lonely little heart, but they had not supposed they could be married for oh! ever so long, until lately, when Carl had heard, over the wire, that "WA" at "EO" would resign the first of June for a better position in a city commercial office, and, upon sending in an application for a transfer to the office when vacant, his request had been granted, and now they could be married right away, and they were oh! so happy. Eleroy Junction, Carleton's prospective station, was a much larger place than Merrifield, and paid \$15 more salary per month, and then there were living rooms over the depot where they could keep house, with no rent to pay, and what more could be asked, Kittie would like to know! God had been very good to them, she felt, with a heart full of reverent thankfulness, and she put aside her work, and laid her head upon her pillow, to wander off in happy drowsiness to dreamland, she thought of Him as of a kind and loving friend, and He and heaven seemed very near.

The soft May breeze rustled the leaves, and shook the dew from the rose petals, as Kittie hurried along the path to the office next morning. She was a little late, and "TS" at "XD" was always sure to say he had wanted "RO" and had been calling for half an hour, even if she was behind time only five minutes.

"I mustn't sew so late hereafter," she said, as she unlocked the door, "I am sure to over-sleep next morning when I do." But for once, the vigilance of "TS" had relaxed, and she hung up her hat and swept and dusted the office, with no call of "RO., RO., XD., RO." to cover her

with confusion. Stranger still, neither did the sounder record the firm, clear click of "RO., RO., MF., RO." answered as she broke with "OK. RO.," by a cheery "G. M. little girl; how goes it this morning?" followed by the few moments of merry, tender chat which brightened the whole day for her. "Perhaps he has overslept, too," Kittie said to herself, smiling, "though more likely he is busy out in the yard. He said last night that a good deal of freight was coming in; 7:30! just think! a month from now, at this time I shall be washing the breakfast dishes," and she laughed happily. The moments passed, but the sounder remained persistently silent, as far as "RO" was concerned, until Kittie could bear it no longer. It had never happened before, not even from the first day of their acquaintance, and she was strangely nervous, and her fingers trembled as she opened the key and clicked out the familiar letters. "MF., MF., RO., MF., MF."

"You won't get 'MF' if you call all day," broke in someone on the wire with a cruel bluntness. Where have you been all morning not to know that the depot went up in smoke last night, and everything in it? Section men going through on the hand-car brought word two hours ago."

"But the operator, 'CN,' where is he?" faintly asked the trembling fingers.

"Buried in the ruins, they suppose. He slept over the depot, and hasn't been seen since. They're going to dig for him soon as the fire is out. It was burning yet, when the men went through. Too confounded bad, isn't it? I never met him personally, but he was a first-rate fellow over the wire."

He wasn't to blame for the way he told it. It was the new man at "NB," a few miles up the road, and having been there only a week he knew nothing, as did most of the "boys" along the line, of the little romance just approaching fruition, nor even that "K" was a delicate slip of a girl, instead of a robust six-footer like himself. If he had, he would have told it differently, for he was a kind-hearted fellow, but it is doubtful if any manner

of telling would have made a difference to Kittie. Words that mean heart-break, come with the force of a death-blow, no matter how carefully chosen or spoken, and she flung her arms on the table, and dropped her head upon them with a low, sobbing, penetrating cry, which seemed to be drawn from the depth of life's source, and to bring with it every atom of vital force in heart and body, leaving her stunned, motionless, scarcely realizing what had caused her to suffer, yet knowing that she *was* suffering, and that in that smouldering heap at "MF" lay the charred and blackened ruins of her life.

he would have a palatial sleeping apartment, he said, both in his home mansion and his private car, and his few valued books would expand into a library of gratifying proportions, and be collected in carved oaken cases in a room especially devoted to their use. How innocently gay and happy they had been, and all the while *this* was to be the end! She thought of prayer, but the words refused to form upon her lips. Heaven seemed so far away, and God—perhaps there *was* no God! wiser ones than she had said so. But if there wasn't—where, then, was Carl? Oh! there *was*! there *must* be! but



MERAMEC RIVER FROM VALLEY PARK, MO.
(Courtesy St. Louis & San Francisco Ry.)

"He slept in the depot." Yes, she knew! how to save a little more each month towards the furnishing of their prospective home, he had given up his room at the hotel, and arranged a "bunk" in the loft over the waiting room, with a few rough shelves for his books and other belongings, and when she had been troubled because it would be so cold in winter, and so warm in summer, he had laughed, and called her a dear little goose to worry over a Hercules like himself, and talked merry nonsense of the time when, his superior abilities being properly recognized, he would be made Superintendent of the road; then

what sort of God could He be who would take Carl from her; the only one who had ever brought any real joy into her lonely orphaned life? She would *hate* any one human who would separate them! Perhaps she would almost hate God! Oh, she must have gone insane to be thinking such dreadful things! Anyway she would, if she were to stay all day in that quiet little office, with nothing to do but *think, THINK, THINK!* She would wire the dispatcher at "XD" to send "relief" on No. 9, and whether he did or not she would go on that train to Merrifield. It might cost her her place to do it, but that

didn't matter; nothing mattered now. And when she should reach Merrifield—what then? A heap of smoking timbers, and, perhaps somewhere, respectfully guarded, a charred shape (if even so much as that remained), carefully covered—oh, she *could not* bear it, and lifting an agonized face she wrung her hands despairingly, when her ear detected the faint click of the sounder. She had not noticed before that, as she threw her arm upon the table, it had pushed open the key, and her head had rested upon it all the while. Mechanically she closed it, and over the completed circuit came a quick, clear, call, "RO, RO, RO, SM, RO." "SM," That was Somerston, several stations down from Rolston, and the next one to Merrifield, but—"RO,"—was there any operator on the line save one who wrote "RO" with just that firm, distinct stroke? Her nerveless fingers sought the key and answered, then, unable to bear the suspense, "Who is this?" Quick and sharp came the answer, "'CN' of 'ME'; who are you? I want 'K,' regular operator at 'RO'" and unsteadily the key sent back the message, "This is 'K.' Oh, Carl is that—it *can't* be you?"

"Why, Kittie, little girl, is that you? I never imagined it from your sending! It comes as though you were shaking with the ague. I'm at 'SM' trying to get 'XD.' We burned out at 'MF' last night, and I've been here for some time waiting for the line to come up" (small wonder, indeed, with Kittie's key wide open). "Suppose you didn't hear of the blaze, did you? Don't know how it happened unless a spark from a wild engine that went through after midnight set it afire. It was noticed a little later."

"Yes—I heard—of it; some one, I don't know who, told me, over the wire, and he—oh, Carl—I can—hardly—send at all, I am so faint and weak—he said you had burned up in the depot, and they would look for you when the fire died out."

"Why, you—poor—little girl! No wonder your writing came shaky! Yes, they did think so at 'MF,' but I never dreamed that you would hear of it. You

see, about 9 o'clock, just as I got 'GN' from 'XD,' Hogan pulled in on No. 17, and I ran down the road with him a ways, intending to come back on No. 20, but she was abandoned, so I stopped at Werden with the night operator until 7 this morning, and came up on No. 12. Got a great reception at 'MF;' they were so sure I had been in the depot, but—well, Kittie, we'll *talk* the rest, for I can't do any work until the line men come out to fix up things, so I'll get 'XD,' and then come up on No. 6 just to make you *sure* I'm alive; oh!—and Kittie—I forgot to tell you yesterday I took all of the cash (for next month you know), out of the safe a couple of days ago, and put it in the bank as you wanted me to, so that's secure, and we can carry out our plans just the same, so don't worry, little girl! Good bye for awhile."

"Don't worry!" As though she would if every possession on earth were gone, since *he* was safe. Oh, God *did* remember them, and had sent Carl away from that terrible danger to keep him for *her*. Could He ever forgive the dreadful things which she had *almost* thought, and oh, *could* she, in all the years of her life, ever, *ever* thank Him enough for so watching over Carl? With her head bowed in that voiceless thanksgiving, she heard the sharp whistle of No. 6, and its brief lull of pause at the little station, then, with the slow puff of the departing engine came the firm, springing step which she had thought never to hear again, and a moment later, held close to the loyal, tender heart of her lover, Kittie raised happy, tear-wet eyes to the face which was her world.

And heaven seemed not far away, nor even very near, but a blessed present reality.—EMMA BROWNELL READE, for THE RAILROAD TELEGRAPHER.

A Jolly for the Dispatchers.

THE *Railway Journal* for October has a good word for train dispatchers which will be highly appreciated by the Knights of the Key. It says:

"Columns of worthy comments have been passed as to the fortitude and good

judgment of a locomotive engineer. He deserves it all. His is not only a perilous position to fill, but is also one which requires acute judgment. For the duties he is called upon to perform he is neither to be envied nor despised. However, there is another important factor in safe and successful railroading, who is too frequently overlooked when important and technical positions are considered, and that is the train dispatcher. The safety of not only the passengers, but also the trainmen as

the man at the dispatcher's desk. 'Extras' sometimes dash out on the track almost unheralded; the dispatcher must see that the way is clear for it. Regular trains oftentimes become unavoidably delayed, and consequently are not at their regular switch or passing point in time to meet the other 'regular.' Something must be done to adjust the difficulty and avert disaster. This trying task falls to the train dispatcher. His knowledge, quick wits and judgment are all brought



MERAMEC SPRING RAPIDS.
(Courtesy St. Louis & San Francisco Ry.)

well, depends largely upon the adeptness and judgment which he exercises in the fulfillment of his duty. His office is not a sinecure, either. It is tiresome, tedious, and risky. At his desk in a cheerless office he sits, and with his key handles every train—passenger and freight—on his division. Every train must have a place to meet the one coming in the opposite direction, and the successful meeting of those two trains has to be provided for by

into play at once. He must act instantly or there may be an appalling catastrophe. He knows the location of every moving wheel on the track of his division; and whether they are on regular schedule time or not it is his trying duty to keep in touch with every train, and to have every train in its proper place at a certain proper time. If he does not do all this, and even sometimes more perplexing duties, the trains would soon be all piled up in

wrecks along the road, and the railway company would be forced to suspend business and go into liquidation. These are a few of the trying positions of the ever important train dispatcher. Withal his position is not only quite responsible, but is also exceedingly trying. His lot is far from being an easy one, and very few people who to-day enjoy the comforts, conveniences of railway travel ever reckon how much they are indebted to the faithful and judicious hand that manipulates the dispatcher's key for their pleasure and safety."

We repeat that the kindly intention of the above will be highly appreciated, but there is a little exaggeration in the statement that may create a false impression. It might occur once in a life-time that a dispatcher would have to exert himself to avert an accident. Moving trains on single track railways by telegraph has been reduced to an exact science, and the element of risk entirely eliminated. Very seldom indeed do we hear of a railway accident when the telegraph department was at fault.

The dispatcher's time is occupied in helping delayed trains and getting extras over the road, meantime keeping cases on the movements of every train and engine on the division. If the wires should go down at any time trains proceed on their time card rights as best they can, and those trains that have lost their rights suffer delay. Safety is the first consideration with railroad men, and for this reason people are more liable to get injured walking the streets than they are when riding on railroad trains.

Ocean Telegraph Offices.

DURING the sailing contest between the yachts "Columbia" and "Shamrock," the Commercial Company's steamer, "Mackay Bennett" was organized into an ocean telegraph office while anchored off the Sandy Hook Lightship. It was connected with the Coney Island cable, but by a two conductor cable quadruplexed, which was there looped to the underground system to the main offices of the Commercial Cable Company and

of the Postal Company. On board the vessel were fifty or more newspaper reporters, representing the various Press Associations and leading newspapers of America and Europe.

The "Mackay Bennett" also acted as receiving station for the Marconi system of wireless telegraphy. The steamer "Ponce," which followed the racers around the course was the transmitting station, and was in direct communication with the receiving stations on shore as well as with the "Mackay Bennett," where Mr. Marconi superintended matters.

Government experts were on board watching the work of the wireless apparatus. The tests were satisfactory to all concerned, and there is no doubt but these experiments will lead to a wider use of the Marconi system for sea coast purposes.

The Western Union Telegraph Company also had a schooner anchored at a convenient place for observation, with a force of telegraphers from their office at 195 Broadway.

Swindling by Telegraph.

IT'S an easy thing to swindle by telegraph," said the old-time operator, "and in the course of my thirty years' experience I have seen many slick schemes worked. None of them were of a criminal nature, but they were all more or less off color.

"It is much easier to detect deception and fraud in a letter than it is in a telegram. In the case of the latter there is no printed heading, and the words and signature are in the writing of the operator. Therefore, if it comes from the right place and is sufficiently plausible, a telegram is usually passed by anybody to whom it may be shown as genuine, unless there is some very special reason for believing it to be bogus. Under these circumstances it would be surprising, rather than otherwise, if the wires were not occasionally put to improper use by senders of telegrams who have particular objects in view, and care not what means they resort to in order to attain them.

"There was a case some time ago in which a clerk sued his employer for wrongful dismissal, and was somewhat taken aback by the evidence which his employer adduced. It appeared that the clerk had only been engaged a little while previously, and that he was very anxious to get this situation. In an interview he produced several testimonials, which were subsequently found to be forgeries, and then one morning he called again and showed a telegram delivered to him the same day, and signed with the name

"In a somewhat similar manner the wires were once employed by a foolish New Yorker with a view to getting rid of an engagement to marry which had become irksome to him. He went on a somewhat prolonged visit to the home of his fiancée in Boston, and, not being able to screw up enough courage to make a clean breast of the altered state of his feelings, he adopted a roundabout method of making the lady enraged at him, his hope being that she would take the initiative in causing a rupture.



WHITE RIVER SCENERY.

(Courtesy St. Louis & San Francisco Ry.)

of a well-known firm, offering him an immediate engagement at a salary greater than he had been asking for.

"The result was that he was engaged immediately, and it was not till a week or two afterward, when inquiries were instituted, that it was proved that the firm in question had certainly not sent the telegram and had never even so much as heard of the man. It was for another fault that he was dismissed a few days afterwards, nothing being said at the time about the other matter. It is almost needless to say that he lost his case, and that he was rather lucky to fare no worse.

"She belonged to a respectable family with very strict views. In due course telegrams began to arrive for him, which, having read, he left carelessly about so that others might read them. These purported to have been dispatched from his own town, by all sorts of undesirable acquaintances, and furnished him with betting news, the results of prize fights and such like information.

"Unfortunately for the sake of this scheme he one day left a letter to a friend in New York lying about in which he gave instructions about the sending off of a filled-up telegram form inclosed with the

letter and addressed to him. This was pocketed by the finder and nothing⁹ said, and things eventuated later on in such a manner that this misguided young man, who had such a reckless disregard for his own character, found himself the defendant in a breach of promise case, when he discovered why his trick failed to work quite up to expectations."—*Telegraph Age*.

Every-Day Heroes.

ALL the heroes are not developed under the stern conditions that prevail upon the battlefield. They come to the fore often under quiet conditions of civil life, and, though their fame is not as wide, they are, nevertheless, heroes deserving most honorable mention.

The transportation service, particularly, has time and again demonstrated the existence of this spirit of heroism among its personnel. The engineers, the firemen, the messengers, station agents, telegraph operators—all have civic heroes in men of their craft, who jeopardize, and sometimes sacrifice, their lives in the performance of what they considered their simple duty, and who braved death as fearlessly and heroically as did the "Merrimac" crew in Santiago Harbor.

One of these every-day heroes gained his wreath of laurel the other day in a blockhouse of a Delaware railroad. His name is William Ahern. What he did might have been done by others under similar circumstances, but that may be said also of those who have gained undying fame amid the smoke of battle. Ahern was at his post in the railroad signal tower. Robbers gained admission without trouble and assaulted him, beating him nearly into insensibility. They carried off the plunder and left the victim to die or recover, as the case might develop. But even in his weakened condition Ahern remembered his duties, the neglect of which meant a collision, with great loss of life. But he could not arrange the signals properly, so he dragged himself to his position and set the signals in both directions, so that both trains would be compelled to stop. The crews

discovered this and went to the signal tower to see what was the matter. After the application of stimulants, Ahern recovered sufficiently to tell his story. To make a good story better, the crews started after the robbers, captured them, and landed them in jail.

It is easy to do the duty one is expected to do, but when the unexpected must be done, the doing is a heroic act of the highest type. Irresolute men in war and peace fail just at this critical juncture. That is why heroes are scarce; but most of these, the record will show, are found in the ranks of the transportation service. —*Express Gazette*.

Hold Up Your Head.

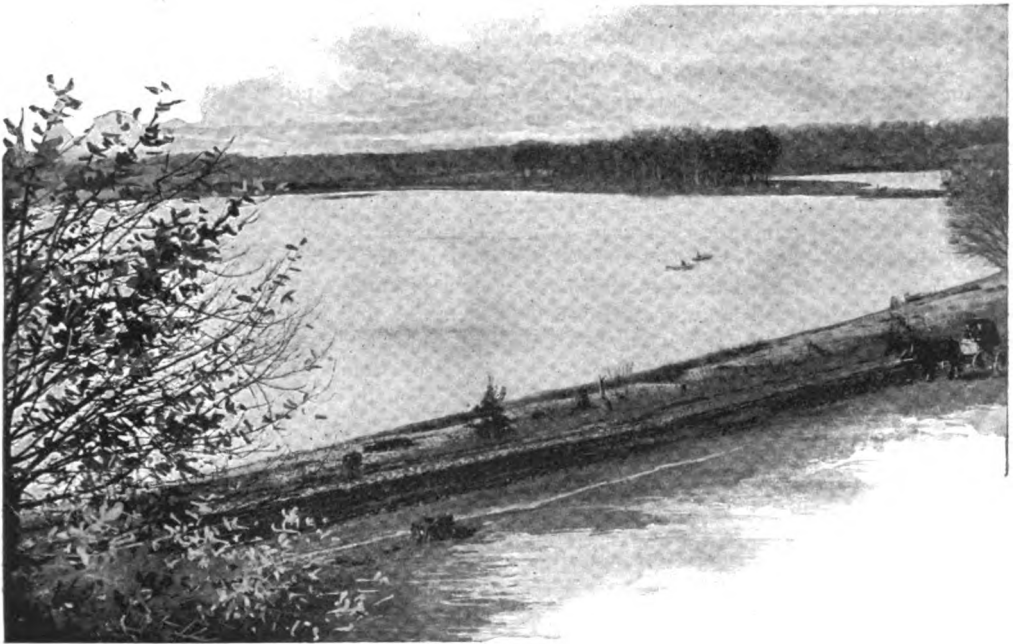
PLEASANT though he may be with his politeness and yieldingness, the meek and modest man has but a poor prospect in the business world. We may not like the cheeky and aggressive man, but we are sometimes compelled to listen to him. He has self-confidence; he has perseverance; he has what the Americans term "gall." And he sticks to this point until we either kick him out or listen to him. Which is the worse—this sort of person, or the timid, deferential, self-abasing man, distrustful of his own powers, fearful of his abilities, dreading lest there be no room in the broad world for him? The man who goes through the world belittling his own efforts and capacities is to be pitied. He frightens away happiness and success, forgets the charms of the bright skies above him, and through casting his eyes always earthward, allows his shoulders to acquire a settled stoop, and dwarfs his stature.

That such a man is more likeable, even with his faults, than his opposite, the ultra aggressive man, is one reason why we feel like giving him a lift; and no better assistance can be given him than to open his eyes to himself—to infuse a little self-esteem into him.

As a boy having no faith in himself, he attempts little, and that little he abandons early, seeing in a mole-hill of diffi-

culty too large a mountain for him to climb, as he estimates himself. He is apt to be a copier of others, discrediting his own ability to judge independently, and is constantly keeping in the background because he recognizes in himself nothing worthy of parading in a front rank. Through tribulations, he grows to the years of manhood, and if not subjected to curative discipline of a discerning parent, he comes faltering into the battle of life, possessed of no real hope of succeeding therein.

have heretofore been in the habit of saying and thinking that you could not do anything in competition with some one else. Lift up your eyes; remember your Creator; think of all the good points in your composition and continue thinking of them, until you find a foundation for faith in yourself. When you reach this state, obstacles will be less insurmountable than they now appear. Let this be impressed upon you—that faith in yourself is one of the strongest of allies.—*Monetary Times.*



THE WIDE REACHES OF WHITE RIVER.
(Courtesy St. Louis & San Francisco Ry.)

There are men of good abilities who have gone through years of their manhood before they got over this distressing timidity and belittling of their own abilities that grew out of the early influence of such a man as is above described.

Faith in one's self wins many a battle. Let a young man believe persistently in himself and many a victory will come to him in consequence thereof, unless he be really sadly lacking in good parts. Hold up your head, middle-aged man, you

Find Out Real Issues.

A THOUSAND years ago in Europe there were scores of dukes and barons who lived in strong castles. Around every castle was a village full of peasants or workers, who thought it was their duty to feed and clothe the Baron and to fight for him whenever he quarreled with some other Baron.

This foolish plan, which was called the feudal system, went on for hundreds of

years before the workers knew enough to change it.

They thought their living and safety depended upon the Baron, when the truth was that he could not have lived a week without their labor and protection.

They lived in miserable huts, wore brass collars around their necks, had no property of their own, and were obliged every few months to go out like bulldogs and fight against other workers who were as miserable as themselves.

After several hundred years of hard thinking they concluded not to be the tools of these Barons any more. So they organized Parliaments, Assemblies and Reichstags, and decided to fight only for the national welfare and not for Barons and Dukes.

Workingmen are making a similar mistake in these days. They are split up into factions and parties, and fighting for any thing and every thing except their own interests.

Learn a lesson from the men who have become the kings of the business world.—*Exchange.*

Every Right Carries a Duty.

FELLOW workers, I take it for granted that you are looking to see what is best to be done at this point in our national advance—best to be done to help on in the struggle for industrial freedom.

I think the first thing for all of us is a personal one. We must be men. We must learn to do our work honestly and faithfully. The first thing a reformer should do is to reform himself—reform his hasty words and his careless ways. Let no one demand a justice which he is not glad to give. Every right carries a duty; every freedom, a responsibility.

Next, it is your duty to organize, but organize not to fight, but to love. Organize in order to find some way to embody industry in the co-operative principle, to make the golden rule a working force. Form into a solid phalanx for united action. Make your rallying cry not the common greed, but the common

good. Find a leader who is built into this divine principle of the common welfare, find him and follow him.

Two things more—read the best books on the new economy, throw your weight against whatever tends to produce class hatreds.—*Edwin Markham, in New York Journal.*

Employees of the State Railroads of France.

OFFICIAL documents just published, show certain privileges which have been granted since 1896 to the employes and agents of the French State Railroads. Before 1896 there was no general or uniform practice in the matter of advancement of the employes, and consequently there were many inequalities of treatment in the different departments of the service. The administration has adopted the following rules, which govern the advancement of employes:

On the first of December of each year the heads of departments draw up two tables of promotions, one by selection and the other by seniority. Advancement is given by seniority in two-thirds of the positions for which the wages are not more than 2,100 francs at Paris and 1,800 francs in the country, and for one-third of the positions which carry a salary of from 2,400 francs to 4,000 francs at Paris and 1,800 to 3,000 francs in the country. One clause of the rules regarding the superannuation fund gives the director the right to retire at his discretion, each year, employes who have reached the age of 55 years, and who have had twenty-four years of service, but formerly the rules did not absolutely prescribe retirement of such employes, so that the director might, if he saw fit, keep in service an employe who was no longer able to perform the duties required of him. This omission has been supplied by fixing the limit of age at which an employe must be put on the retired list at 64 years for those persons nominated by the minister, and at 62 years for the officials nominated by the director.

Right to Boycott.

ORGANIZED labor has claimed, and continues to claim, the right to use the boycott, says the *American Federationist*. On the other hand, its opponents, and particularly the newspapers, have not ceased denouncing the boycott as an unlawful, aggressive, un-American, intolerable mode of warfare. There are several court decisions, though none from any of the ultimate courts of appeal, in which the same view is taken. One or two judges have upheld the boycott, and even in the anti-boycott opinions certain significant admissions may be noted which, we will presently show, logically surrender the whole case against the practice in question. No fair-minded man will deny that the subject is an open one, and it is therefore profitable and proper to review the controversy and state labor's view of the matter.

What is the boycott? There is fortunately no reason for any difference upon the right definition of the term. In Anderson's Law Dictionary a boycott is defined as "a combination between persons to suspend or discontinue dealings or patronage with another person or persons because of a refusal to comply with a request of him or them. The purpose is to constrain acquiescence or to force submission on the part of the individual, who, by non-compliance with the demand has rendered himself obnoxious to the immediate parties, and perhaps to their personal and fraternal associates."

The first question to be answered is whether the criminal laws of the United States or of the several component states plainly, directly and unequivocally declare "a combination between persons to suspend patronage"—the essence of the definition—to be illegal. The answer is a negative one. There is no law in any state or in the nation forbidding any or all combinations to discontinue dealings with obnoxious persons.

In connection with the pending boycott operations in New York and Ohio, it has been acknowledged, though not without regret on the part of some, that

in neither of the great states named is boycotting a statutory offense. Indeed it would be impossible to frame a law rendering all forms of boycotting criminal. No one has ventured to advance so absurd and monstrous a proposal, and the courts themselves have had to recognize the perfect legitimacy of at least one form of boycotting. Thus Judge Spring, of New York, whose decision in the *Buffalo Express* case, rendered a year or so ago, has recently been given wide publicity on account of its supposed strength, lucidity and thoroughness, distinctly declared:

"The labor organizations had the right to refuse to patronize *The Express* or to give support to any patron of that paper."

If words have meaning, this sentence establishes the legality of boycotting. We must bear in mind that the difficulty with *The Express* involved a number of separate organizations—compositors, pressman, stereotypers—and that they all acted in concert as members of the Buffalo Allied Printers' unions. If these unions had the right to boycott—that is, discontinue dealings with *The Express* and all its patrons—it can only be because a combination of any number of men having community of interest to boycott an obnoxious person or persons is not unlawful. So far, then, as the aggrieved workmen were concerned, there was no issue. Judge Spring conceded, then, the right to boycott *The Express* and its patrons, or advertisers and readers.

Can it be contended that the New York judge went too far and erred on the side of laxity or generosity to the boycotters? Not with any show of reason. Any other view is nonsensical on its face. Neither *The Express* nor its patrons had any vested claim or right to the patronage of the strikers. The strikers were free to bestow their patronage upon whom they pleased, and none could call upon them to assign reasons for their preferences. They were not obliged to purchase *The Express*, nor were they under obligations to deal with the merchants who used the advertising pages of the newspaper. We take it, therefore, that any court would feel itself bound to affirm the principle

laid down in the sentence quoted from Judge Spring's opinion. And that sentence, we repeat, establishes the propriety and legality of simple, passive boycotting by people having a common grievance against one or more persons, even if that grievance be wholly imaginary or trivial.

At what point, then, does boycotting become criminal and a combination to suspend dealings pass into a conspiracy? This is the crucial question.

The *Buffalo Express* case being typical, we may continue to use it as the basis for our argument. The offense of the boycotters, according to Judge Spring, consisted in this—that they did not limit the combination to members of allied printers' unions, who were directly interested in the dispute, but proceeded to enlist all other labor unions "in Buffalo" in the common undertaking to root out *The Express* or to coerce it into assenting to the domination of this union. The "other" labor unions joined in the boycott and passed resolutions refusing to patronize the paper and its advertisers, and a special organ was established to push the company and spread the boycott. The consummation of this "scheme," the judge says, was not "insidious, but open, defiant and unmistakable." In other words, the original boycotters, who acted within their right in suspending their dealings with *The Express* and its advertisers, openly appealed, requested and urged others, not concerned in the difficulty, to become parties to the boycott.

Now, for the sake of simplicity, assume first, that this "open and defiant" appeal was accompanied by no threats of any kind. Let us assume that the original boycotters limited themselves to moral suasion and, in the name of such principles as the solidarity of labor, the justice of the demand for fair wages, the economic advantage of strong labor organizations, and so on, they merely requested and exhorted other workmen, and elements in sympathy with labor, to join in their boycott, would such a course be unlawful? If such appeals and arguments are successful and extend the boycott to outsiders, do we have a case of criminal

conspiracy? Are the appellants also guilty of any wrongdoing, and are those who respond to the appeal guilty of some sort of crime?

There is nothing in law or morality to warrant affirmative answers to these queries. There are no decisions upon the hypothetical point raised. We may take it for granted, however, that the most rabid antiboycott agitator will not venture to assert that boycotters may not resort to moral suasion in trying to enlist others, or that outsiders may not heed boycotters' appeals, and of their own free will suspend dealings with the persons or firms that had incurred the displeasure of their friends, associates or patrons. Strikers have the right to appeal to their friends to aid them by going out on a sympathetic strike, and their friends have the right to act upon such an appeal. Precisely the same principle applies to boycotters. A sympathetic boycott is as legal and legitimate as a sympathetic strike. Just as men may strike for any reason, or without reason at all, so may they suspend dealings with merchants or others for any reason or for no reason at all. Thus a boycott may extend to an entire community without falling under the condemnation of any moral or constitutional or statutory law.

But we shall be triumphantly told that boycotters never do confine themselves to moral suasion and appeal; that they resort to threats, intimidation and coercion, and it is this which makes what is called "compound boycotting"—that is, boycotting which extends to parties not concerned in the original dispute—criminal and aggressive. Under the criminal code of New York and other states, it is a criminal conspiracy to prevent a person or persons "from exercising a lawful trade or calling, or doing any other lawful act, by force, threats, intimidation or by interfering, or threatening to interfere, with tools, implements or property, or with the use and employment thereof." Boycotters who try to coerce people into complying with their demands by threats and intimidation, clearly come within the definition of conspiracy. Hence, in the

last analysis the objection to boycotting is an objection to threats and intimidations.

This sounds very plausible. It is easy to deduce from such premises that boycotters interfere with property rights and the pursuit of lawful callings, and that under the national and state constitutions, to say nothing about explicit anticonspiracy laws, they are to be held civilly and criminally liable. It is easy to talk about protection of property rights, the tyranny of preventing people from earning a livelihood, the duty of the government to secure the equal protection of the laws, etc.

But this argument about the employment of threats and intimidation is fallacious and superficial. Its apparent validity disappears when, not satisfied with ugly looking words, we demand precise definitions. No one pretends for a moment that it would be proper for a boycotter to approach a merchant and say, "You must join us in suspending all dealings with that employer or newspaper or advertiser on pain of having your house set on fire or of a physical assault." This would be an unlawful threat, and people who try to enlist others in their campaign by threats of this character would certainly be guilty of a criminal conspiracy.

Do boycotters use such threats? Do they contend for the right to employ force or threats of force? Our worst enemies do not contend that they do. They "threaten," but what do they threaten? They "intimidate," but how? Let Judge Taft, who issued his sweeping antiboycott injunction, be a witness on this point. He said:

"As usually understood, a boycott is a combination of many to cause a loss to one person by coercing others against their will, to withdraw from him their beneficial interests through threats that unless those others do so the many will cause similar loss to them."

This, then, is the threat, this the intimidation. The boycotters threaten third parties to boycott them if they refuse to join in the boycott of the original subjects of the campaign. In other words, the boycotters say to the "others," "If

you decline to aid us in our struggle, we will suspend dealings with you and transfer our custom to those who do sympathize with us and will support us." The question which the judges and editors who glibly denounced boycotting have never paused to explain, is how a mere threat to suspend dealings can be a criminal threat, like a threat to assault person or property. No man in his senses will dispute this axiomatic proposition—namely, that a man has a right to threaten that which he has a right to carry out. You may not threaten murder, arson, assault, battery, libel, because these things are crimes or torts, but you may threaten to cease admiring him or taking his advice, because he has no claim to your admiration or obedience, and you are at liberty to cease doing that which you have freely and voluntarily done. Similarly you may tell a man that if he does a certain thing you will never speak to him or call at his house. This is a threat, but it is a threat that you have a right to make. Why? Because you have a right to do that which you threaten.

The same thing is strictly true of boycotting—of suspension of dealings with merchants, publishers, carriers, cabmen and others. You may threaten to take your custom away from them and assign any reason you choose. They are not entitled to your custom as a matter of legal or moral right, and you are at liberty to withdraw and transfer it any time and for any conceivable reason. It follows beyond all question that you have a perfect right to threaten to withdraw your custom. The principle is the same whether you threaten one man or a hundred men, whether you are alone in threatening the withdrawal of your custom or a member of a vast combination of people acting together in the premises.

Is not the result coercion of men to do certain things against their will? Very likely, but not all forms of coercion are criminal. Coercion is another term with an ugly and ominous sound which is freely used to intimidate the thoughtless. The legality or illegality of coercion de-

pend on the method used. A man may be coerced by actual force, by the threat of force or by indirect means which the law cannot and does not prohibit. Coercion by a threat to suspend dealings is, to revert to our illustration, in the same category with coercion through a threat to cease friendly intercourse.

With this elementary principle in mind the case against boycott utterly collapses. An agreement to boycott any number of persons is not a criminal conspiracy and, *a fortiori*, an agreement among any number to threaten a boycott cannot be a criminal conspiracy. Let us consider briefly a few of the propositions and pseudo arguments which we find in judicial pronouncements upon the subject.

In a New York case it was said, "The word in itself (meaning the term boycott) implies a threat." Granted, but what kind of a threat? A threat to boycott. To say that boycotting is criminal because the word boycott implies a threat to boycott is truly extraordinary reasoning. It is worse than reasoning in a vicious circle. It is an attempt at proving a less doubtful proposition by assuming a more doubtful one to be indisputably true. Further in the same case: "In popular acceptance it (the boycott) is an organized effort to exclude a person from business relations with others by persuasion, intimidation, and other acts which tend to violence (!), and they coerce him, through fear of resulting injury, to submit to dictation." We have already exposed the question begging and superficial use of the terms intimidations, coercions and threats, but the insinuation that threats of boycotting "tend to violence" is particularly gratuitous and absurd.

Why does boycotting or the threats of boycotting tend to violence? What connection is there between suspending dealings and violence? To suspend dealings is every man's right; to use violence, save in self defense, no man's.

In another New York case we read: "A conspiracy to injure a person's business by threatening persons from entering his employment, by threats and intimidation, is a crime at common law." How clear and forcible! What does "threatening persons by threats" mean? Leave out the terrifying and favorite word "threat," and the proposition is this: It is a crime to injure a person by telling others that if they do not discontinue dealings with him dealings with them will be discontinued. It is quite possible that this was a crime under the old common law. An agreement to strike for higher wages was a crime in the early days of our government under the common law. The common law was vague, obscure and, as interpreted in less enlightened days, tyrannical. The common law as to strikes has been abandoned, and it will have to be abandoned as to the boycott.

Men have a right to do business, but this is one-half of the truth. The men with whom business is done have a right to withdraw and transfer their custom—this is the other half, which is always ignored in antiboycott arguments. Keep the two halves in view and boycotting on any scale and for any reason becomes a direct, unavoidable deduction.

Labor claims the right to suspend dealings with any and all who refuse to support what it considers its legitimate demands. The decisions are confused, and the question is new, but ultimately the right of any man to do with his patronage what he pleases must be recognized.

Workmen have a right to say that they will not patronize those who are unfriendly to them, and those who support their adversaries. This is all that boycotting implies. There is no aggression here, no criminal purpose and no criminal way of accomplishing a proper purpose.



Woman's World

The Twentieth Century Woman.

SHE will be a leader, not a ruler; commonplace though it may appear, it is the heart that rules in life. And the sentiments enshrined in the heart of each individual of a nation, eventually characterizes the history of their country. Woman, as mother of the human race, implants the germ of sentiment in every human life; thus woman with her heart-power, is by far the greatest factor swaying the destiny of a nation; and all questions, political, moral and social, are riveted in the golden fetters of her influence. The Twentieth Century woman will have come to a realization of this truth; therefore, I say she will be a leader, not a ruler; she will be a helpmeet in the fullest sense. And why? Because of her intelligence, tact, prudence, and business capacity for adapting means to ends. With seeing eye and intelligent mind, she will have a natural affinity for justice, goodness, candor and truth; hence she will not keep up appearances at the expense of honesty, but prefer to rank with the noble self-denying, rather than occupy a front seat in the social amphitheatre represented by mere vulgar outward show. She will be quick to see the value of a right standard of intellectual and social refinement, and with a mind zealous for the good of her household, she will aspire to advance that standard along the highway of life; knowing that woman's highest mission is fulfilled by her power to quicken and vivify the natures subject to her influence; to work out the best development of mind, conscience, heart and soul. For this reason self-culture will be the predominating ele-

ment in her character, the chief motive power by which she will keep step with the progress of the day. To be sure! Life at its best is but a succession of mistakes; and woman, being human, will always have woman's faults and woman's weaknesses; but the past has never given scope to the edifying influence of woman, whereby she is brought into truer and closer relationship with life, its pleasures and its interests; therefore the Twentieth Century woman will have new duties, and higher responsibilities than her predecessor. It is clear to see, there will always be that feminine being, unworthily designated woman, whose one terrible ambition is to "shine in society;" but I speak of woman as a class, and venture to assert, we have not the range of vision to measure the highest, and holiest ministrations of woman which will have come to fruition, ere the close of the Twentieth Century.

MRS. ELLA CLARK.

Dallas City, Ill.

From Alberta.

WHAT has become of our Woman's Auxiliary of the O. R. T.? Has it any practical existence. I attended our last convention at Peoria, and was present at the only meeting of the Woman's Auxiliary, but am not certain that I am enrolled as a member.

I have been looking over THE TELEGRAPH of July, August and September and can see no mention of the rules and by-laws that Bro. Thurston was going to draft for us. I have waited to see if some of our other Sisters would take this matter up and push it through. We should be

alike. Other organizations have strong auxiliaries, why not we? When I think how nicely we were entertained by our sister Auxiliary of the B. L. F., I should like, as one of the Sisters in this grand work, to see the O. R. T. Auxiliary as well organized, and if opportunity afford us, we may be able to do some practical work at the next convention, wherever that may be. Now, 49er, I like the way you put the matter before the Sisters. Can we not hear from some more. I do not agree with you in the matter of giving up. I say go on in this good work. We have, perhaps, all fed organizers and talked O. R. T. privately, why not hear a little more through our monthly journal. Yours in

ALBERTA.

Helping the Brothers.

DO the *brothers* need help? Our strong, courageous, gallant brothers; sisters, do *they* need help?

Look away back into the Middle Ages when the brunt of life's daily cares and burdens were borne by the women. Then look into the present civilization and see the idle, careless life of some belle of *so-called* high society, who shares not the least care of her companion, whose mind, overtaxed with business cares, gets little of the sympathy which it needs, and which no one could give better than she.

Our Elder Brother taught us the happy mean between these two extremes when He taught us to bear one another's burdens and so to fulfill His own matchless law which is steadily and gradually penetrating and permeating the heart and home-life of all Christianized peoples, making man and woman to stand on an equal footing and to be in the truest sense brethren, companions, helpmeets.

Sisters, are we our brother's keepers?

When we consider the Fatherhood of God and the brotherhood of man; how wide is our responsibility to the human race and to the great All Father?

Wherein does the power of the *weaker* one to aid the stronger, lie? In her courage, sympathy, gentleness, and fortitude.

Many a disheartened and sin-sick brother has been raised to hope and a life of honor by a woman's cheerful courage, firm gentleness and helpful sympathy given at just the right time and in just the right way. And that one has gone forth to win, perhaps hundreds, to higher and nobler living.

Who can measure the good that a sympathetic look or a few words may do? Let us remember, sisters, that "words fitly spoken are like apples of gold in pictures of silver."

There are various burdens to be borne. Burdens of perplexing, political questions, of financial difficulties, of domestic trials and sorrows; but worst and heaviest of all, the dark clouds of a coming judgment hang over every sin-cursed, unhavened soul. Can we not so much as point out to them the beacon-light of God's eternal truth? For there is nothing so helpful as plain truth.

Where art thou steering, brother,
While sailing o'er life's sea?
Before thee are the breakers,
And danger there may be.
The light! the light, my brother!
It rests on yonder height,
God marks the path of danger.

His word the beacon light.
For vessels large and noble
Upon the rocks will break.
And oft the strongest natures
Before temptations shake.
The light! the light, my brother!
It rests on yonder height,
God marks the path of danger,
His word the beacon light.

SISTER.



Poetical

SONG OF THE TOILER.

I sing for those who toil,
The men in shop and mine;
The husbandman who tills the soil;
The sailor on the brine.
A truth I hold the maxim old,
That labor is divine.

I sing for all the poor,
For those of humble birth;
For those who patiently endure,
The men of simple worth;
By truth and right and in God's sight
The noblemen of earth;

For those whom gilded fools
Have scorned in silly pride;
For those whom courts and man-made rules
To justice have denied;
Who bear the weight of church and state
And all the drones beside;

For those who clothe the race,
Who furnish house and food,
Who put a smile on Nature's face,
Dispensing real good;
For those who sweat for what they get,
As God has said they should;

For those who by their deeds
Give service to the lord,
Whose labor lessens human needs
And thus fulfill His word;
For those who give that men may live;
For all—but those who hoard.

I hate the sordid knaves
Who labor's earnings take.
Such Jesus named "a den of thieves."
I hate them for His sake.
They levy rent at cent per cent
On what their brothers make.

Those who create the wealth
Should all that wealth possess;
Not those who gather it by stealth
To spend in idleness.
To those who work, not those who shirk,
Should go the earth's excess.

Those who uphold the state
Should occupy its throne;
And not the miscalled rich and great,
Who reap what these have sown.
Those who produce should have the use
And ruling of their own.

When Christ was on the earth
He called unto His side
Some men of humble rank and birth;
With such He lived and died.
The toiling poor for evermore
By Him are glorified.

God help the men of toil
And make them see the light;
And that they may their tyrants foil,
God help them to unite;
But more, I pray, show them the way
And let them know the right.

God help the men of toil;
Give them a broader ken;
Help them escape the serpent's coil
In liquor's loathsome den.
May they have less of brutishness
And more the stamp of men.

God help the men of toil,
And give them light to see
How servile, pitiful and vile
Their badge of slavery.
Make them to grow until they know
How sweet is liberty.

I sing for those who toil;
For, though of humble birth,
To me they shine by right divine
The men of proudest worth.
I dare proclaim their rightful name,
The noblemen of earth. *Denver News.*

THE NEW WAY.

There's a magnetic touch in the telegraph key,
That speaks heart to heart though each other
don't see;
There's a meaning that's grand in the telegraph
flash,
Each sign and each signal, each dot and each dash.

This swift spark electric, this message of love;
Who shall dare to say it was not formed above?
Hymen's belt never binds only those God decreed,
Should here be united in love's bond agreed.

And many's the maiden who has won in this way,
A good and true husband, though some folks
might say,
They preferred going back to the Good and Old
ways,
When things were done slower than in telegraph
days.

The telegraph man and the telephone girl,
Have love that's most true though it's done with a
whirl;

I know of a truth its many good marks,
Great faith have I yet, in telephone sparks.

This may sound romantic but true all the same,
Only we have withheld the real lover's name.
Many names we could mention now happy in
bliss,
Who've done all their sparking the new way like
this.

Then away cries the maiden, old ways are too slow,
The quick way, the new way, is the way we would
go;
Old drones may delight in things musty with age,
But the girl up-to-date prefers the new rage.

We now see new fashions society ruling,
For life is too short to spend time in fooling;
The day is not far when we'll be a notch higher,
When we'll not only spark but marry by wire.

Consecon, Oct. 9, 1899.

W. J. MARSH.

BLUE OR BROWN.

(Written for THE RAILROAD TELEGRAPHER.)

All poets, since the world began,
Have raved o'er eyes of blue;
Have made them emblematic
Of all things good and true;
But I am caused to wonder if
They merit such renown?
My faith, I'll not believe it!
My sweetheart's eyes are brown!

They seem to me as good and true
As blue eyes ever were,
And making such distinction
Is neither just nor fair.
Then rave about your eyes of blue,
I'll drag your idol down,
And prove by this—thy muse doth lie!—
The eyes I love are brown.

JESSE.

A PROPHECY.

(Written for THE RAILROAD TELEGRAPHER.)

Then darkness intervened. From cloud and smoke
and quaking ground,
While lightnings flashed around and lit Mt. Sinai's
crest around,
To serfs and monarchs of the earth He thundered
forth his will;
God spake these words: "I am the Lord thy God;
thou shalt not kill."

O Briton, see thy sun slant down the west. Thy
power declines.

For thee and thine it lies no more in Afric's woods
and mines.

Harden not thy heart, O Briton; make haste to
sell or buy—

"For in the day thou takest thereof, thou shalt
most surely die."

Harden not thy heart again, O Bull; the plagues
of Pharaoh

O'ertake thee if thou still refuse to let His people
go.

"Thou shalt not kill." Heed thou His law, or be
thy navies hurl'd

And overwhelmed beneath the seas of sympathy of
the world.

CLINTON BANCROFT.

THE HORSELESS CARRIAGE.

It doesn't shy at papers

As they blow along the street;

It cuts no silly capers

On the dashboard with its feet;

It doesn't paw the sod up all around the hitching-
post,

It doesn't scare at shadows as a man would at a
ghost;

It doesn't gnaw the manger,

It doesn't waste the hay,

Nor put you into danger

When the brass bands play.

It makes no wild endeavor

To switch away the flies;

It sheds no hair that ever

Gets in your mouth and eyes;

It speeds along the highway and never looks
around

For things that it may scare at and spill you on
the ground;

It doesn't mind the circus,

It's not at all afraid;

And it doesn't overwork us

When the elephants parade.

It doesn't rear and quiver

When the train goes rushing by,

It doesn't stand and shiver

When the little snowflakes fly;

It doesn't mind the thunder nor the lightning's
blinding flash;

It doesn't keep you chirping and connecting with
the lash;

It never minds the banners

They display on holidays,

It's a thing of proper manners,

Which it shows in many ways.

When you chance to pass its stable

You do not have to care,

Or cluck for all you're able

To keep from stopping there!

It will work all through the daytime and still be
fresh at night;

There is no one to arrest you if you do not treat
it right.

Its wheezings ne'er distress you

As it moves along the way—

Farewell, old Dobbin, bless you!

You were all right in your day.

Washington Star

FACE-TIOUS

An Up-Hill Pull.

First Undertaker—How's business up to your town?

Second Undertaker—Wall, the death rate ain't what it ought to be.—*New York Press.*

Train Talk.

"The greater evil, perhaps," said the lean passenger, "of profanity—"

"Is its inadequacy," interrupted the fat passenger, who had discovered his pass was home in his other vest.—*Indianapolis Journal.*

He's A Good One.

A private soldier, writing from the Philippines, says:

"The heat here is so intense that I had two gun barrels melt on my hands, and I have frequently known the shrubbery to catch on fire from the sun's heat only."

That soldier should be mustered out immediately and assigned to the war correspondent department.—*Atlanta Constitution.*

Promptly Acquitted.

The late State Senator Sessions, of New York, was a clerical-looking man, always wearing an immaculate white cravat, but his appearance was in some respects deceptive. The will of Stephen Girard provided that no clergyman should ever be allowed to enter Girard College at Philadelphia. One day Mr. Sessions approached the entrance.

"You can't come in here," said the janitor.

"The — I can't!" said the stranger.

"Oh," said the janitor, "excuse me. Step right in."—*Argonaut.*

Brought to Time.

Ada (pensively)—I hope you'll invite me to your wedding when you get married.

Jack (boldly)—I'll invite you before I ask anyone else, and if you don't accept there won't be any wedding.—*Tit-Bits.*

This is an English One.

Scene—Railway carriage on the Midland Railway. Enter a Colonel with game bag and case of guns. Colonel (to passengers enthusiastically) — Beautiful sport; sixty birds in two hours and only missed two shots!

A quiet gentleman sitting in the corner put down his paper, rushed across the compartment and grasped him warmly by the hand. "Allow me to congratulate you, sir! I am a professional myself."

"Professional sportsman?"

"No; professional liar."—*Tit-Bits.*

A Letter of Advice.

A son of Erin appeared at the money-order window of a post-office, and said that he wanted to "sind some money to ould Oireland."

"Fill out this blank," said the clerk, handing the applicant one of the blanks used on such occasions.

"An' phwat is that?" asked Jerry.

"It's a blank that every applicant for a money-order must fill—a kind of latter of advice regarding the money-order."

"An' phwat has a letther of advice got to do wid me sindin' tin dollars to me ould mother?"

"A letter of advice to the postmaster where the money is to be paid must always go with a money-order."

Jerry went away from the window, grumbling and mystified.

After half an hour of painful effort at a high desk provided for the public at one end of the room, Jerry returned to the window and handed in this "letter of advice" to the postmaster at Ballycarney:

"Dear Moike: Oi'm tould Oi must give yez a bit av advice before you'll be able to pay me ould mother the two pounds O'im sindin' along with this. So, Moike, Oi would advise you to come to Ameriky an' get a job at kaping post-office, for its illigant post-offices they has here, an' Oi've no doubt the pay is tin toimes what it is with you. So now be sure an' pay me ould mother the two pounds, for Oi've done as the law says, and sint yez a lettther of advice."

None of His Business.

A story illustrating the reticence of the Scotch regarding their private affairs was told by Ian Maclaren.

A train was at a railroad station, when a porter put his head into a car and called out:

"Any one in this car for Doun? Change for Doun? Any one for Doun?"

No one moved, and in a few minutes the train was speeding along, not to stop again for nearly an hour. Then an old Scotchwoman turned to a lady sitting near her and said:

"I'm for Doun, but I'd no tell that man so."

kins.

The old man was sitting in front of his house on a stump which had been cut with a step, so as to make it do duty as a carriage block.

"Through work for the day?" asked the young man with the golf cap.

The old man nodded.

"It has been a great year for agriculturists."

He inclined his head once more.

"And, of course, you are duly jubilant. You will be in a position to pay off any

mortgages which may have been worrying you, and to equip yourself with improved farm machinery. You can buy a piano for the girls and a new carriage for yourself. There's no doubt about it. You people are right in the swim. It's your turn to make the welkin ring."

The old man looked at him questioningly, and then responded:

"I guess not. The peddlers that come along this road has offered a terrible lot o' new-fangled notions, but they never mentioned welkins. When we want any ring-in' done we ain't botherin' about no welkins, anyhow. We are makin' the dinner bell ring reg'lar every day, an' it's a heap o' satisfaction to sit here silent an' reflect that every note of it means business."—*Washington Star*.

The German's Retort.

When the City Councils of Pittsburg paid their annual visit to the Municipal Poor Farm, there were included in the party a German and an Irishman who are great friends, but between whom a sharp line is drawn in the matter of nationality. Going through the home department, the German, with just a suspicion of race prejudice, remarked:

"I notice that these people are nearly all Irish."

"So they are," the Irishman said, "but wait till we get over into the crazy house; that's where they keep the Dutch."

They entered the insane department just as an inmate, who imagines he is a great orator, was making a speech in German.

"What did I tell you?" asked the Irishman.

"Oh, well," replied the German, "you can't go crazy if you haven't got brains."

An Awkward Feature.

Crimsonbeak—It will be rather awkward when this wireless telegraphy comes into general use.

Yeast—Why so?

"Well, it would sound funny to ask a man to send you a wireless wire."

Our Correspondents

Confidential Talk.

JOSE GROS.

A FRIEND of ours, a bright fellow, too, has recently favored us with a letter containing a number of anathemas against the tendencies of our articles in divers labor organs. A few of those anathemas are as follows: "How can you conscientiously say that the wealth of the world is gathered into the exclusive possession of a few men, when every dollar is invested in industries which give constant employment to the masses? Is it moral or common sense education to teach that a man who puts up a shop with \$1,000, employs a few men, afterwards extending the business and employing a few thousand of them, is immoral or dishonest, and that the wealth of the world is gathered without benefiting the masses? Such education is false and malicious, and does not lit up the bottom but drags down the top, a tendency ever immoral, an everlasting fallacy of mistaking the bottom for the top."

Let us study the preceding anathema with a cooler head than our friend could have when he wrote them down. He commenced by implying that our social status cannot embody any injustice worth attacking, because those who hold wealth use it, or rather let others use it, to reproduce more wealth. Suppose that the holders of wealth should stop that process and refuse to employ people in wealth production. What would then become of those who hold wealth in large quantities? Could they live with the boundless

luxury in which they now live, themselves producing nothing or mighty little? Of course not. They would then have to work in earnest and be satisfied with \$500, or possibly, \$1,000, instead of the \$10,000, \$50,000, \$1,000,000 or even \$10,000,000 they obtain now, because pocketing a large share of the wealth produced by the working masses, that being an average of \$1,000 per family group, from which average they, the workers, retain, say \$600 as an average, even part of which is returned to our top classes in the shape of rents, interest, monopoly profits and monopoly salaries. No nation or community could exist twenty-four hours, if the five or ten per cent. in each community or nation refused to employ the rest, kicked out of the natural resources which belong to all, in the order of nature, in the order of ethics, owing to which kicking, disinheritance, that rest of each nation are forced to beg for labor. Without that disinheritance they could employ themselves and, when necessary, they could group themselves in co-operative associations of 5, 10, 100, 1,000 partners.

Evidently then, our friend has no faith in the power of co-operation presided by laws of equal justice in the social organization, laws respecting the equal natural rights of all men. Our friend has only faith in our past and present industrial slavery made possible by laws of monopoly, essentially dishonest, fundamentally unjust. And please remember that our friend is personally as honest as anybody. He is not only strictly honest, but also a plain worker forced to live with that—living wage which should be called—the

dying wage, because it simply furnishes that nerve and muscular force required to perform certain automatic or mechanical functions on each day in the week. But what about the thinking faculties? Do you suppose that they can live out of nothing? From nothing nothing comes. That is the logic of the universe in which we live here on earth. That logic explains to us, partially at least, why the working masses remain so passive against social wrongs. Accustomed to a life of deprivations and hard work, they develop no initial mental force, with which to protest against organized injustice, in forms precise and effectual. We are all the children of the conditions forced upon us, and the habits those conditions are bound to evolve.

Owing to the logic we have mentioned, the writer feels the need of principally blaming, for our unhealthy social conditions, the classes which get the cream of life, the wealth of the nations, and thus are furnished with elements enough to feed the thinking faculties, besides that muscular and nerve structure with which to perform a certain amount of physical labor per day. By this we don't mean that the classes below are justified in their mental inertia. What we mean is, that we don't have the heart to deal harshly with the oppressed, while we feel it is our duty to talk plainly in relation to the oppressors, the ones who should lead in the suppression of wrongs, instead of leading in the suppression of all that is right. It would only take fifty per cent of the top classes as leaders or initiators in solid reform movements, for the latter to become a success and rapidly regenerate the race.

Is there any confusion of thought in what we call the top of the social pyramid and its bottom? By the top we mean the five, ten, fifteen per cent. if you like, who are better off in earthly goods than the rest. The latter constituting them not less than eighty-five per cent of the people in each nation, the poorest, those forced to handle their canoes with fewer luxuries, fewer comforts, fewer needs than the upper social layers, are not they a real, positive bottom in the fabric of civ-

ilization? Why should, then, that friend of ours, the friend of the anathemas, why should then he, and perhaps many like him, advance the idea of our mistaking the bottom for the top? And why should he add that our education does not lift up the bottom, but drags down the top? Can he prove that? Assertions without proofs are wasted breath. Is not the wealth of those on top growing constantly more rapidly than that of those at the bottom? About fifty years ago we did not have over fifty men worth over \$1,000,000 of dollars, and possibly one or two worth as much as \$10,000,000. To-day we have 5,000 multimillionaires, and 200 of them are at least each worth from \$20,000,000 millions up to \$200,000,000. About fifty years ago the repulsive tramp was unknown. To-day they are about countless, disgracing all the roads of the Union. We have no time to give more data on the subject, and we think that most of our readers will be satisfied with the data already given.

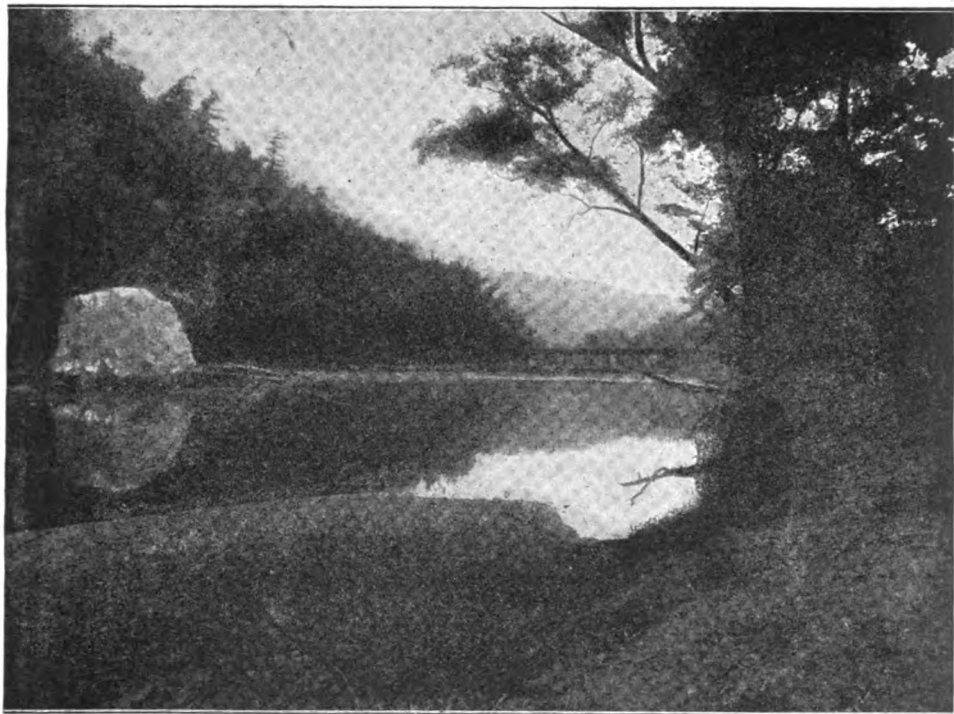
And who can lift up our social bottom as long as we say amen to the iniquities of the very industrial status that creates that bottom? The writer is, no doubt, responsible for many sins, but cannot plead guilty of standing by our industrial slavery. In two months we shall close our ninth year as a public writer against the miserable injustices of our monopolistic civilization. Previous to that, we had been engaged in the same job for sixteen years, through talks and correspondence with friends.

Far from us to say that we don't make many mistakes in the presentation of the subjects with which we try to make our plain people think along the lines of substantial economic truth. It would be rather funny if we should not make any mistakes. No man can be exempt from that under a social organization bound to abnormalize the life of every one of us, by 10, 50 or 100 degrees. The perfect man can only be the product of a perfect civilization. Hence, the duty of every one of us to work for that, in proportion to the conditions and means by which to obtain light on the subject. And no light

in economics is possible when we refuse to see the infernal wrong of depriving most men from free access to the natural resources of the earth, resources which are not the product of human labor, and are furnished by God, or by nature if you prefer, for the equal benefit of all, and not to benefit some by 1,000 and others by but a small fragment of that.

What a miserable conception, that of our mentioned friend, implying that all is about correct because we, the top fel-

Moses and the brazen serpent in the wilderness. But Jesus said the Sabbath was made for man and not man for the Sabbath; that man is the primary object, first and foremost, that he is made to observe, not to conform; that garments are made for him, not he for the garments, and so it has been since before the dawn of history and throughout the whole formation of society and the advance of civilization. It can be traced from "away down in Egypt," long before Jacob was given a



BELOW LANCASTER BRIDGE, IN ARKANSAS.
(Courtesy St. Louis & San Francisco Ry.)

lows, allow the rest to live in greater or less poverty, that we, the few, may be able to revel in wealth!

"What Men Are."

There are those who imagine that moral and religious principles were made for man by a great manufacturer, with the express command that he should fit himself into them and neither add to nor take from them. It is the old story of

berth in the land of Goshen, clear up past Moses, Jesus, Cæsar, Constantine, Charlemagne, Henry VIII., and George Washington. And even to the present moment man is making his own laws, his own environments, obeying and conforming himself to all that he conceives to be righteous, just as fast as intelligence, circumstances, and conditions will permit, and it is not only "considered as altruism to say that, when dealing with

men, we must take them as they are, and thus make the best of them," but it is sound logic, and that very altruism explains to us "what men are." The best of the human race, the intelligent, the thoughtful, the logical, the reasonable, the righteous, the just, are every day making precedents and setting up standards for those in the lower scale to follow and exemplify. That is where our moral law comes from. This, any one can clearly see if they want to see what good there is in man, and what the race is accomplishing for itself without the intervention of drawing plasters to bring it out of its degradation, and set it on the high pinnacle of civilization. But when we have the dumps and the mumps and a microscopic eye to search out what seems to us to be evil, but which, after all, is only a defect, we can find plenty to occupy us, and we do not have to go far to find it. It is always easier to growl than it is to smile to those who cultivate a growling disposition, and that kind of a disposition is the easiest to cultivate. Our aim should be to find the good and eliminate the evil. Not to ignore evil and defects by turning a deaf ear to all complaints and blinding our eyes to things unpleasant and obnoxious, but by separating the good from the evil and striving to make the good better, and convert the evil to good or banish it altogether.

Unless a man is a recluse it is not a hard matter to learn or find out "what men are." And even if he is a recluse and mingles not in the society of other things like himself, he has himself to study. Or, he can be an Eugene Aram and give his attention to the study of the sciences, say for instance, geology, archaeology, civil and political history, all of which is exceedingly interesting, and tells us just exactly "what men are." But then you know we do not have the time to do more than merely read (?) Well, if we have we are fortunate. But reading to some means the skimming of the surface, with no time to note the wisdom or logic of the subject. They tell us that such reading is not digesting what we read, and the sages who talk thus, probably have

endeavored to find out "what men are" from a study of their own position with the purpose of measuring other people's corn by their bushel, for they apparently read to argue and hasten to put on paper the first thought which flashes through their brain, without ever afterwards considering the wisdom or logic of what they have written, but simply to know that they have written enough to occupy sufficient space in four, five, or a dozen journals each month. That is a fair sample of our "insane progress."

But, if we should really desire to know what men are, it is not enough to study ourselves personally and ask questions as to why we do thus and so, and why we think such and such a thing, and to note the influence upon ourselves of what we read, see, or hear, and to observe and study the thoughts, actions, and movements of others, but to learn what traditions have been preserved in writings or on old temples, to muse upon the silent history of old tools or weapons buried for thousands of years, to study old worlds, old beliefs, old customs, old arts, old forms of civilization. These things all reveal to us a picture far distant from that which we observe of everyday life as we know it, with our whirling industries, steam and electricity, large and well built cities, sanitization, and comfortable homes for the working classes. Some imagine that what we see about us to-day has always been. They cannot see, they do not know, what vast strides civilization has made, and what is more lamentable, some care a great deal less. In this respect many of us are like the people in a legend told by an Arabian writer, entitled "Wonders of Nature," preserved in the Royal Library in Paris, which reads thus:

"I passed one day by a very ancient and wonderfully populous city, and asked one of the inhabitants how long it had been founded. 'It is indeed a mighty city,' replied he; 'we know not how long it has existed, and our ancestors were on this subject as ignorant as ourselves.' Five centuries afterward, as I passed by the same place, I could not perceive the slightest vestige of the city. I demanded

of a peasant, who was gathering herbs upon its former site, how long it had been destroyed. 'In sooth a strange question!' replied he. 'The ground here has never been different from what you behold it.' 'Was there not of old,' said I, 'a splendid city here?' 'Never,' answered he, 'so far as we have seen, and never did our fathers speak to us of such.' On my return there five hundred years afterwards, I found the sea in the same place, and on its shores were a party of fishermen, of whom I inquired how long the land had been covered with the waters? 'Is this a question,' said they, 'for a man like you? This spot has always been what it is now.' I again returned, five hundreds years afterwards, and the sea had disappeared. I inquired of a man who stood alone upon the spot how long ago this change had taken place, and he gave me the same answer as I had received before. Lastly, on coming back again after an equal lapse of time, I found there a flourishing city, more populous and more rich in beautiful buildings than the city I had seen the first time, and when I would fain have informed myself concerning its origin, the inhabitants answered me: 'Its rise is lost in remote antiquity; we are ignorant how long it existed, and our fathers were on this subject as ignorant as ourselves.'

And so it goes. Each generation is succeeded by a generation which is wholly oblivious of the experience of the generation gone before, but which experience and accumulated intelligence is handed down—transmitted from one to the other by a silent and unseen process, that flits spirit-like, making a continuous whole so that it cannot be told where one generation began and the other left off. How long the process has continued no one can definitely tell, but calculating from what is known, thousands, and perhaps millions, of years have come and gone since man first appeared upon the earth. From discoveries which have been made it is a settled fact that man was not the first animal to inhabit the earth, and when we first find him he himself was but little better than the animals with which he

contended for supremacy in dominating the earth's surface.

About the first traces we find of man is his bones, contemporaneous with those of animals long since extinct, and rude stone implements with which he used to slay these animals in defense of himself and family, and to supply them with food and clothing, using their sinews as thread, their bones for needles - and knives. Houses, huts, and shanties had not yet come into use, so we find him dwelling in caves, in which is discovered traces of fire, showing the progress made in the advance towards a civilized state. We can hardly imagine a time when man lived without fire to warm himself and cook his food, but certain it is that he had this discovery to make, as he had that of all other means and modes to answer his requirements and explain phenomena.

We next find him using another kind of stone implement, polished, and dwelling in mounds. And here we find an advancement in that man had learned to eat fish and not live wholly on the flesh of animals. We find him domesticating the dog to assist him in his hunting expeditions, and then the oxen, pigs, and geese; and still further, a respect for the dead of the race is generated, and we find him making graves and tombs to receive the deceased, in which tombs we find utensils to assist him on his journey through the dark and unknown region, such as knives and spear-heads, jars of their rude pottery, once filled with food and drink. An interesting part of the history of these men of the stone age was that of the lake dwellers—those who lived in the country of the Swiss Lakes and Northern Italy. It is estimated that in one village there existed from 40,000 to 50,000 piles driven into the soft mud or sand, which were leveled to a certain height above the water, upon which were placed boards, fastened with pegs, upon which platform was built the hut. Long bridges were erected connecting the village with the shore, over which the people passed and drove their cattle back and forth to pasture. Fires in these villages were frequent, and it is these which have

been the means of preserving to science the facts we gather. The many things falling into the water, after being partially burnt, were preserved by the coating of charcoal, which made them impervious to the corroding influence of the water. No other reason can be imagined for going to the enormous labor of erecting these lake dwellings than as a means of defense against the enemies of the inhabitants.

Passing over the gradual and very slow process of developing language and expressing thought by symbols and written characters, the forming of races and the breaking up into nations, we find a well established civilization in Egypt 4,000 years before Christ, with great temples and buildings and immense tombs all built of stone; a wondrous intellectual development, elaborate ceremonies, lofty religious sentiment, versed in astronomy, painting and sculpture, speaking not of the civilizations of the other peoples which lay all about them. Hence, from almost brute, we trace man to the hunter, to the shepherd, to the agriculturist, to the mechanic. From the cave dweller to the mound dweller, to the dweller in tents and huts, to the palace of stone, and finally of iron and steel. From the single individual to the patriarch, to the chief, to the king, to councils, to parliaments, to congresses, to presidents. From the tribe to the family, to the state, to the nation. From vassal and slave to the independent individual. From individual strife to aggregate brotherhood. But our civilization is not yet completed, and if we could but live to see another five hundred or a thousand years it would be more than likely that it would then be as impossible to induce nations to go to war with each other as it would be as impossible now to inaugurate armies and wage war on the principles of the Crusades, less than a thousand years ago. If we could look backwards then, as now, and contemplate past history and the struggles upwards of the human race, we would find that civilization as superior to ours as ours is to that of the past. And yet there are those who console themselves with the thought and

belief that this is an exceedingly corrupt age; that the past was far superior in every way; that we of to-day are but polished savages; that our civilization is not real; that all are hypocrites; that "there is none righteous, no, not one;" that "all our righteousness is but filthy rags." Smoke up, friend, and "whatsoever (good) thy hand findeth to do, do it with all thy might." We pass this way but once and our sons and daughters inherit just what we leave behind us when we are swallowed up by the cold waters of death.

S. W. HILLER

About Competition.

It is an old saying that "competition is the life of trade." Like many other old sayings that have been handed down from one generation to another, it does not bear inspection when looked at through modern spectacles.

The truth is being more generally admitted now than ever that competition is war—war to the knife—and knife to the bone. That it is the life of trade is given a flat denial by the formation of trusts all over the country, to overcome its baleful influences which, with pismire activity, are constantly heading for bankruptcy.

Even the laborers in this "land of the free" have had enough of competition, with its alleged life-giving influences, and are rapidly forming themselves into unions, whose main object is to shut out the evils wrought by unlimited and free for all competition. They have seen where twenty years ago, men engaged at certain work earned \$2 per day under the catch-as-catch-can plan, are now able to earn for themselves treble that amount because of the protection of their interests by means of organization. The gain is entirely due to organization and the services rendered the employer are not one whit more valuable.

It must be remembered that even with the highest wages paid anywhere the full return is always largely in excess of the wages paid; there is always a good margin of profit. The amount of wealth produced in the United States for one year, divided by the number of persons who

performed the labor, would give a fair idea of what should be the standard wage, but such figures are not obtainable at present. If the truth were published there would be widespread discontent, even the "labor aristocrat," the man who gets good wages and looks down upon his fellows who get less; yes, even he would get discontented.

The best that organized labor can do is to insist that labor shall get a larger share of what it earns, although fully cognizant of the fact that labor is rightfully entitled to it all. The drone, whether possessed of money or otherwise, is not entitled to any of labors' product except when he pays full value for it or gives like service in return for it.

The laws of the land not having been framed by the producers of wealth, have worked manifold injuries to that class, while idlers revel in luxury and gamble with the proceeds of other's toil.

It is only a few of the brightest among the wage earners who have begun to realize that the class that does no work has hoodwinked the others into working for their feed. They are the people who organize and try to make better conditions for all. They have been successful to some extent, but have hardly, as yet, realized what is to be gained by a still closer organization and affiliation with one another.

As between the organization of capital and the organization of labor, the object of the former is gain, while the latter asks simply for justice.

It is therefore more to one's credit to belong to a labor union than it is to own dividend paying stock in a company.

Organized capital has seen the truth in regard to competition, and immense trusts are the result. They combine to economize in the matter of production, to regulate the output and the price. They are not eleemosynary institutions and their employes are made to suffer with the consumer of the product.

To complain against the inevitable is worse than useless. Combinations of capital and combinations of labor will increase in power until the friction between

the two will create a light by which the truth may be discerned by he that has eyes to see.

ELBERTUS.

Mr Gilhooley and the "Tuum Est."

"O'i say, Finnissey," remarked Mr. Gilhooley, as he cast his eyes up from THE TELEGRAPHER and taking a short corn-cob from his mouth.

"Phwat is it that's bothering yoor cranium now?" replied Mr. Finnissey.

"O'i see by the market reports the Annerable Chancy Depoo is aphiliated with the Anti-O. R. T. Now, phwat does that O. R. T. mane? Can yez tell me?"

"Perhaps it manes 'Oll Round Talker,' suggested Finnissey.

"No doubt yez may be right, as yez always are," says the agreeable Gilhooley, "but to my moind its no such thing. This 'ere Chancy is a bag of wind and always was. Now 'Anti,' as every one knows, manes 'against,' and sure he's not agin the Talkers, that's ivident."

"D' yez know what 'Tuum est' manes. O'i'll answer that for ye—ye don't. Well, it manes, 'It is your own.' Its Platho Frinch. Yez know, av coorse, that they invert the Lahtin phrayses putting the letthers in the wrong places, d'ye see. Well ye jist change it around a little and ye'll foind it stinds for 'Ownum Tuum est Railroad,' in other words, 'It is your own, or own your own railroad.'"

Finnissey stared aghast at this tremendous display of knowledge, possessed by Mr. Gilhooley.

"An' whare does the 'anti' come in," ventured Mr. Finnissey.

"We'll git to that in a minnit," replied Gilhooley. "D'yez moind the toime O'i was thrack pathrol on the New Yor-rk Cinthral, that was noine or tin years ago come next Sint Pathrick's? Well, I was aphiliated with the Knights of Labor in thare stroike, and av coorse we whare downed; complatey annihilated, for ye see the Annerable Chancey owned the dirthy railroad, and O'i praysume he thought he owned us, but the sayquel will show his ignoramuses. O'i was appineted Chafe Executive at the Boord av Adjustment an' O'i niver shall forgit that mo-

mentchuous occashum win O'i walked in the Annerable Chancey's private boodwar.

"Says O'i to him, 'O'im Misther Gilhooly from Tarrytown,' says I, 'an' O'im plazed to meet yez, Misther Dapoo.' 'What d'yez want?' sez he. 'What d'youse want?' sez I, gittin' me dandher up bye his cold salutation. 'D'yez want to hov yoor dirty road tied up,' says I, 'and see us all starve?' says O'i. 'If that's wot ye want, yez'll git it,' O'i says. Sez he to me, 'Who owns the New Yor-rk Cinthral, Mister Gilhooly,' says he, 'you or I?' sez he.

"I sane in a minnit that I wus too hasty, an' so I resorted to dhiplomatic thactics. 'Hav a cigahr, Misther Dapoo,' says O'i, offering him a noice perfoycto O'i won the noight before wid the doice. 'O'i dont moind if O'i do,' sez he, 'Me Sicrithary shmokes an' O'i hav a grudge at him for givin' yez a pass to come in here,' sez he. Y'see, Finnissey, whare his famous sathire comes in. O'i was'nt a bit annihilated wid this remark," resumed Mr. Gilhooly, "although O'ill admit O'i felt wake enough to be sated. 'Well,' sez O'i to him, 'no doubt your sicrithary will apprayciate a good shmoke once in a wake or so, as he dont 'arn enough to buy a dacent cigahr,' sez O'i. Wid this crushing rayjoinder O'i watched the effect. But the Annerable Chancey sat thare wid thot tantalizin' smoile an niver sed a wur-rd. O'i niver knew how it happened, but win O'i came too O'i was layin' on me back at the carner of the Grand Cinthral an' a dhirty cab dhriver was sprinkling oice wather in me face."

"So yez see, Finnissey, that the 'Tuum est' business wid us was wrang. It did'nt wur-rk wid Chancey.

"O'im preparing a paper to be presintid to Cahngress on the 'Public ownership of the Vandherbilt Loines.' Thin it will be 'Tuum est' widout a doubt. O'i wud apointe the Annerable Chancey wid nc private sicritharyship, as O'i wud hov me job back agin, an' if we had anither sthroike we'd elect him Chafe Executive av the Boord av Adjustment an' win the day, as its diplomacy that goes now-a-

days. He would av coorse hav to resign his aphiliation with the Anti-O. R. T."

The discourse being ended, Mr. Gilhooly borrowed a dime from his friend Finnissey, and after imbibing "three fingers" went home to dinner.

THE MAN WITH THE PEN.

A Train Dispatching Device.

Editor RAILROAD TELEGRAPHER—I have an invention that I have been working on some years that I think will interest your readers, especially the dispatchers, and I am looking for one of this class to put the invention into actual practice.

It consists of a board arranged alongside of the wall of the room, with two parallel grooves running lengthwise through its center. In these grooves run a linked chain, of bicycle pattern, over endless sprocket wheels, placed at each end. Across and behind this chain track are smaller grooves in which run also the same-class of chain, but running up and down over wheels at each end. These are placed at graduated distances along the board to represent the sidetrack at various stations along the line. The principal track represents the main line.

Above the center of the board is a large clock, and at each end is a smaller alarm clock. Small sidetracks also branch off at each end of the main track, representing headquarter yards.

Now, to explain the operation of this system. We will say our board, or, as it is called in the papers I have filed in the Patent Office at Washington, "The Train Dispatchers' Table," is made of any suitable material, from wood to marble, and extends along the wall of dispatching rooms for a division, fastened out from it a certain distance by brackets, to permit the easy access behind for oiling and repairs. Within this space at each end are also the wheels of various kinds and sizes, one end being attached to any light motor as the driving power, to move the mechanism.

This board represents a certain division of the line, say from St. Paul to Eau Claire, 100 miles, and is subdivided in proper proportion, so many inches for the

mile, to represent the stations on such division. Each station has arranged a place for displaying a green or red electric light, and also a complete alarm system all connected with the whole.

At each end of the board is a cabinet, in which hangs small steel and brass plates, all numbered according to the trains used on that division.

When the dispatcher is ready to send out a train, he takes from the rack in the cabinet a plate bearing the number of the train to be ordered out and hangs it upon the outgoing side track. If it is a passenger train he uses a brass plate and if a freight a red steel plate. He then sets his alarm clock at the end at the exact time this train is to leave and when that time arrives the alarm rings up and the train plate moves out upon the main track automatically, and as the main track is always in motion the train continues on its journey.

This train, we will say, has been ordered to proceed to Hudson and there sidetrack and await the arrival of No. 10, from the east. He has, therefore, set the Hudson alarm at the same time he makes this decision, and the train proceeds along the main track, which runs very slowly and is so arranged that the time occupied in passing from station to station will coincide as nearly as possible with the actual train which it represents. When this train reaches the Hudson siding, it automatically rings the alarm and sets that side track in motion, which carries the plate off the main track upon the siding and the dispatcher shuts off Hudson, but sets the alarm at the incoming switch at Hudson, for the train coming on the west-bound track. When this train plate arrives there it rings up the alarm and the train in waiting passes off the sidetrack onto the main, unless the dispatcher should again shut it off, and the incoming plate passes upon the other sidetrack, or along main track, just whichever way the operator desires.

When any station is notified to show signals, the same signals are displayed upon the table by touching a button.

By this system the dispatcher has the entire division under his eye at any given

moment. He sees his trains in actual motion and it is utterly impossible for him to make the blind error of sending two trains to pass each other on the same track. His mind is relieved from care, as each train rings up its signals when they wish to call his attention. It avoids all bookkeeping and chart dispatching.

Every culvert, bridge, or grade on the line can be shown on the face of the board.

It shows at a glance the exact location of any train upon the road.

It will prove a boon to dispatchers in the relief obtained by changing the present nerve-trying system to one mainly mechanical. This relief will give time to the dispatcher to use his intellectual and operative abilities to better advantage.

W. C. BORCHSENIUS.

Baldwin, Wis.

From California.

The supposition that "God helps those who help themselves" was never better illustrated than in the results attending the reorganization, or rehabilitation, of the O. R. T. on the lines of the Southern Pacific Company, Pacific system (Portland, Oregon, to Ogden, Utah., and El Paso, Texas). I am not in a position to give facts and figures, sufficient to say the schedule prepared by our committee has been accepted and adopted by the company, and the experience of those long in the service of this railroad company, if the O. R. T. members will live up to *the letter of the law* the railroad company will not be the one to violate it. So let us be particular and bear in mind the motto: "Be just and fear not," but not forgetting the maxim, "Eternal vigilance is the price of safety."

It may seem strange, but for the last twenty years there has been no telegraph department in this company's organization. True, there was supposed to be, but it was an illusion. The ostensible Superintendent of Telegraphs had about as much to say, or do, in the administration of the service, as a wheel tapper has to do with the running of trains. One of Jay Gould's cute manipulations of "W. U."

was to contract with the original Central Pacific Company for the lease of the company's wires and telegraph service, for which the Western Union Company paid and pays \$100,000 per year, and maintains the lines. In exchange therefor the Western Union Company has the services of the railroad company's employes and the receipts of the telegraph business, and the railroad company's superintendent of telegraph became a clerk to the Western Union Company, while the owners of the Central Pacific got in on the ground floor on all the Western Union stock they wanted, and have been receiving dividends right along, while the operators on the system became the servants of two masters at one and the same time. The railroad company employed and distributed the station force, but instead of having a practical telegrapher at the head of the agency department had men who were not operators and who, apparently, did not care as to the quality so long as the quantity was on hand. Out of this grew the execrable system of student service, where boys from 14 years up were placed in stations, without compensation, to learn to be operators and agents, and at the same time were supposed to do all sorts of work, from carrying mails to bookkeeping, and the agent was compelled to work *forever*, because *there was more help at his station than the business demanded*. "Oh, God, long suffering and slow to wrath," patience has been rewarded, and it is to be hoped the coming generation of operators will appreciate what their predecessors suffered. It was years after the completion of the Central Pacific Railroad before there was more than one dispatcher on each of the various divisions, and they were supposed to be on duty *any and all the time*. When the demands of business compelled the putting on of a night dispatcher on the line over the Sierra Nevada (Sacramento to Truckee) one would have thought perfection had been obtained. A. G. Fell at Ogden, R. A. Kuhn at Carlin, J. H. Whited at Wadsworth, Hartwell and Roblin at Sacramento, and E. M. Railton at Oakland, worked many a weary twenty-four hours for \$125

per month, and now their successors work eight-hour tricks at \$140, and think they are simply getting what belongs to them! Boys, you are right! What is it the Scriptures say about the "blood of the martyrs?"

I give it up. I believe the management of the Southern Pacific Company knows more about the work and requirements of the Telegraph Department now than they ever did before, and it is simply because the committee held the "top hand," and played it for what it was worth.

Too much praise cannot be accorded Mr. Estee and his fellow committeemen for the schedule prepared. It is a self-adjusting, sliding scale, and while there is a fixed minimum there are several raises ahead all the time. As it used to be there was a small fixed salary and commission on ticket sales, subject to revision at any time, in case the combined salary and commissions reached *too much*, but if it failed to give a fair average that was the company's gain and the agent's loss. Possibly now the company can see its way clear to dispense with some of the high priced labor in the Auditor's office, since matters *have been simplified*. An agent heretofore has had W. F. & Co. Exp., W. U. Telegraph, and the Accident Ins. Co. reports, besides his regular railroad reports to make out. How many of us have burned the "midnight oil" regularly on the monthly reports it is not necessary to say. Now there is "a time to commence and a time to quit." If it cannot be done to-day, maybe to-morrow will give you a chance. Stay with the O. R. T., and your children, and maybe your children's children, will have the pleasure of saying: "Well done, old man, enter into the joy of your annual vacation."

After twenty-five years or more as an operator, I am free to confess I am just beginning to see the light. I remain, fraternally.

CARD 8257.

From Cuba.

After reading copy of TELEGRAPHER for month of August, 1899, it seems all parts of the world are represented in your valuable columns, except Cuba. If you will

allow me to break in I will see what you can get of Cuban wires.

No doubt we have a good many old-time members of the O. R. T. on this island, but since the boys landed in Cuba they have fallen from grace. I am sure we have a good many here who are enlisted men in the United States Signal Corps that have been members of the Order until right recently, and I have been doing some work among the boys down here, but am sorry to say that I have never had the good luck of capturing anybody yet, but haven't given up.

We have a good many civilian operators at Puerto Principe, and also at Santiago, Cuba, and all civilian operators are paid from \$100 to \$125 a month, during the yellow fever scare, and all Signal Corps operators are paid as they rank. All of the Signal Corps enlisted men operators are Signal Sergeants at this place, where they draw \$40 a month, and also \$1.50 commutation of rations. Operators are in demand just at present in this part of the world, but I am sure I would not advise anyone to come to this country seeking work unless he is used to the tropical climates of the far south.

Well, I will try and let you know where a few of the old boys are. At Santa Clara, Cuba, we find Bro. Jim Armstrong, formerly of St. Louis, "DO" office, a member of Division 22, and at Puerto Principe, Cuba, Harry F. Jordan, an old Lockhart, Texas, boy, who once held down the "CK" office as operator at this place named, and at headquarters in Commanding General's office, we find Operator A. S. Hoal on day trick and Scott Brow on nights, both Order men; and at Holguin relay office we find Bro. Bugg, formerly of Texas and Pacific at Big Springs, Texas, and Bro. Roy Jacobust, of Cleveland, Ohio. Mr. Editor, some of these men are not up to date, but I can guarantee you we won't keep this old racket up down here very long until we catch them all.

We notice in an issue of THE TELEGRAPHER a few months back that Bro. Powell was anticipating a visit to Cuba. Well, we are always ready to lend a helping hand to any of the O. R. T.

boys. If at any time any of you would like to see the Island of Cuba and our fine looking señoritas, just come over and drop us a line before you start, and we will meet you.

Mr. Editor, if this does not reach the waste basket, we will try our hand as correspondent from this part of the country again. I am just sending my dues to our Secretary of Division 22 to-day. Please drop us a line, boys, once in awhile.

Yours in S. O. and D.,

A. S. HOAL, "KN."

From Indiana.

I was in hopes that our last convention would reduce the dues to \$5 per year, but was disappointed. I presume there were quite a number who suffered the same disappointment.

The Order is in a financial condition where it would not cause any embarrassment to its finances. In fact, if the dues were reduced to \$5 per year, I believe it would have a tendency to better instead of decreasing the finances of the Order, for the increase in membership would more than offset the difference in receipts from dues.

Furthermore, it would keep the membership from fluctuating to any great extent. It is true, \$2 more a year does not seem to be a very large amount, unless you want it and haven't got the sum, then it seems larger than an elephant.

I have talked to several nons, whose principal objection to joining the Order was the dues were too high.

There have been quite a number of members who have expressed themselves against the dues being \$7 per year since the Order has got in good shape.

A Superintendent of Telegraph was speaking to one of our prominent members in regard to the O. R. T. He (the Superintendent) said: "I believe the O. R. T. is a grand order for operators, and all operators should belong to it, but there is one fault I find with the Order, the dues are too high. If they were reduced to \$5 per year, I believe the operators would stay with the Order better."

As I mentioned above, the difference between \$5 and \$7 per year is not a very large sum, but the male sex is somewhat similar to the weaker sex in hunting for a 99 cent bargain store, perhaps paying street car fare, and walking half a mile to buy an article for 99 cents which costs \$1 a few doors from her home.

I am opposed to \$7 dues, not from any pecuniary interest myself, but for the good of the Order. Of course, the dues had to be rather high while the organization was in its infancy, but since it has bravely withstood the storms until it has become a very important factor in the labor world,

of this continent as a whole (incidentally, I suppose, the operators), why should they not devote their talents and ability to state points clearly, solely to the betterment of operators and write up such themes as the Sunday question, the eight-hour day, etc.?

A writer in a recent issue of our journal went on to say, among other things, that "We have in our craft only men that can read and write, and all we have to do is learn to think."

Think, that we are the only craft of skilled labor in the United States that



MORNING SPIN AFTER GOBBLERS, ROGERS, ARK.
(On Frisco Line.)

I am decidedly in favor of reducing the dues to \$5 per year at our next convention.

"RE" Div. No. 9.

From Ontario.

I have read with a great deal of interest and enjoyment the article in THE TELEGRAPHER for the last two or three issues, regarding government ownership of railroads, socialism, initiative and referendum system, etc. The writers of these articles must be, it is easily apparent, thinkers and scholars, and the thought appealed to me that it was a pity they were not slightly more selfish in their motives, and instead of writing for the betterment of the people

works twelve hours a day, seven days a week.

Think, that we are the only railway organization that works Sunday without extra pay.

There is no question we have plenty to think about.

On the road I am employed the operators work twelve hours a day, seven days a week. The section men work ten or eleven hours six days, and if called upon to work Sunday they are allowed time and a half. Of course, they work by the day. Perhaps it would solve the Sunday question for us if we got on a "by the day" basis. Anyway, its a "think."

BILLIOUS.

FRATERNAL

Canadian Pacific Railway.

Pacific Division:—

Cupid has been among us, his first victim being Bro. A. McConnell, popular agent at Shuswap. Bro. McConnell was united in marriage, August 23, to Miss Lillian Morgan, formerly one of Hamilton's handsome young ladies. Next gentleman to go the way of all the world was Bro. A. Sharp, agent at Beaver, who was united in marriage, on September 23, to Miss L. Buie, a very handsome and charming young lady, who formerly resided at Glacier, where she was a favorite with everyone. Both young couples have the best wishes of their numerous friends. Trouble is being caused among the rest of the single agents who should be the next. If seniority rules it should be Bro. Barker, at Sicamons, but we cannot understand what that shipment of furniture consigned to Bro. Robinson, at Donald, means.

Bro. A. F. McCully, Local Secretary of Nelson, B. C., was married in Toronto, August 30, to Miss Frankie C. Nicklin, of Coldwater, Ont. Bro. McCully has moved to Nakusp, where he accepts a more lucrative position.

Bro. G. Huston, formerly night operator at Rogers Pass, has accepted an office in the Kootenay district.

Bro. D. McManus, relieving agent, is relieving Agent Bro. Smith at Penticton.

Bro. Joe McCrum, like the good young man he is, started home from Shuswap, recently, with four dozen nice fresh eggs that Bro. McConnell had collected from the best hens around there, but, alas for Joe, someone mentioned poker. "Sure thing," says Joe. It was a hot game, and when Joe reached home he found the eggs were boiled hard. Joe says that was the first game he ever played that was so hot as to boil eggs.

A bulletin is out requesting all operators and agents who wish to go to Kootenay, to get their applications in by September 30.

"Circuit Buster" "MX" McMillan and Wire Chief Dier have been engaged in a controversy. Bro. Dier claimed that he was entitled to use a blue pencil. "MX" claimed he could wear kilts if he so wished. Bro. C. W. Mitchell was appointed arbitrator, and he decided that Bro. Dier could use a blue pencil, as his claim to be a relative of Dreyfus was genuine. He decided that "Circuit Buster" McMillan could not wear kilts, as he was born in Sweden.

The following rules are respectfully submitted for the benefit of those agents who wish to be successful:

OFFICE RULES.

1. Gentlemen entering the office will leave the door wide open.
2. Those having no business will remain as long as possible.
3. Gentlemen are requested to smoke, especially during office hours; tobacco will be furnished.
4. Jack-knives will be furnished to persons desiring to while away the time by whittling the desk and chairs.
5. Spit on the floor, spittoons are for ornaments.
6. Talk loud and whistle, especially when the occupants are engaged; if it does not have the desired effect, sing.
7. Put your feet on the tables, or lean on the desk. It will greatly assist those writing on them.
8. We are only loaning in sums of \$100,000 today; to-morrow we will lend in smaller sums, from ten cents upwards. Don't be afraid.
9. Our office hours for listening to insurance and book agents are from 11 to 1; for advertising agents the rest of the day, as we only attend to our business at night.

"Circuit Buster" McMillan enjoyed a three weeks' vacation recently, being relieved by Mr. C. E. Brown, of Savannah, Ga. Mr. Brown is a first-class operator, but says that "OS" man, with his "morse" and car report, were too much for him. He prefers to work the Winnipeg wire out of Vancouver.

Bro. Curry, genial agent at Salmon Arm, was elected Sunday School Superintendent at that place. All the boys wish him success.

The two "whirlwinds" on the East End had a "scrap" the other night, and shook all the insulators off the poles. A line gang has been there ever since repairing the damage.

Bro. V. F. Dunn has recovered from his recent illness and was transferred to Arrowhead as relieving checker.

Bro. T. J. Commiskey, agent Vernon, has to keep rushing these days on account of heavy business at that point. A day operator would make things easier, eh, Tom?

At a public meeting recently held at Albert Canyon, Agent Bro. Edwards was appointed a committee of one to invite Capt. Dreyfus to take up his residence in that rushing city.

"MX" McMillan resumed duty in "DN" office, having spent a pleasant vacation visiting Vancouver and Winnipeg. "MX" says the twins had a grand time. He was surprised at Bro. Mitchell's decision, and to prove his Scotch descent, offers to consume twice as much oatmeal as any man on the Division.

Bro. Jelly has been transferred to Golden, Mr. Alley going to Hector.

Bro. Goodfellow, day operator at Kamloops, is now a brakeman west of Kamloops.

British Columbia's contingent of troops for the Transvaal passed through September 26, and were a fine body of men, and we have lots more like them.

CERT. 744.

Toronto Grey and Bruce Section:—

Bro. F. W. Prentice, of "C" office, Toronto, has secured a month's holiday after a long siege of hard work, which has greatly told on his health. Frank has decided to do a little outside work and is now pushing the sale of the leading type-writing machines among the brethren.

It has come to our knowledge that a number of the brethren have been overdoing the student business of late. In some cases one man has as many as two or three students, and unless a halt is called pretty soon there is no telling where the abuse is going to stop. It is unnecessary for us to add that it is strictly against the rules of our Order, and we trust that we will not have to refer to the matter again. There will be trouble ahead for the violators unless they reform at once.

Bro. Walter Crooker writes to inform us that he was not "let out" for a run-off at his station, but for absenting himself from duty without leave. We cheerfully make the correction and trust that Bro. Crooker will meet with every success under the Stars and Stripes.

Bro. Johnston and family, of Holland Centre, left on August 30 for a two weeks' trip to Toronto and Hamilton. Bro. Cuthbert is attending to Bro. Johnston's work during the latter's absence.

Bro. Fred White, of Toronto Junction, is away on his vacation and Bro. Mansbrough is discharging his duties. Bro. Ray is doing the night trick.

Agent Rickey, of Orangeville, has returned from a month's holiday, which he spent at Rat Portage, Winnipeg, and other Western points. Bro. Geo. Walker, who was relieving him, has gone to Wingham to relieve Bro. Beemer, who is away on a well-earned vacation.

Bro. Wm. Walker has been appointed to the agency at Cataract and he will be sure to give good satisfaction.

Night Opr. Semell, of Orangeville, who has lately come into the fold, has gone to Toronto Junction to act as third man. Opr. Elliott, of Shelburne, has taken Bro. Semell's place at Orangeville, and Shelburne has been closed as a night office for the present.

Opr. Rutledge, of the D. & N., has been promoted to day operator at Brampton.

Bro. Charlie Moir, of Parkdale, is away on his vacation, and when he returns he will be appointed to the agency at Berkley, and Bro. Cesar, late relieving agent, has been appointed day operator at Parkdale in Bro. Moir's stead.

Mr. John Malloy, of Orangeville, roadmaster for the Elora and Teeswater branches, has been promoted to the roadmastership of the Havelock-Smith's Falls Division, and has assumed his new work. Previous to leaving Orangeville, Mr. Malloy was presented with a handsome present and an illuminated address, which was read by Mr. John Foley, editor of *The Sun*. Mr. Malloy was very popular and deserved the rapid promotion. Mr. Ben Tansley, of Owen Sound, will succeed Mr. Malloy at Orangeville. Ben is a veteran of the Bruce, having been one of the originals. He richly deserved the step upward.

Bro. Bob Wilton, of Orangeville, and a party of friends, drove over to Alliston on a recent Sunday and had a very jolly time. There must be some very great attraction for Bob over there.

Yours in S. O. and D.,

W. E. BRAMLEY.

W. J. Chapman, of Mitchell, Ont., is doing the relieving in "C" office while the regular staff is taking holidays.

General Secretary F. T. St. Clair, of Sutton Junction, and Bro. J. D. Sullivan, of Smith Falls, of the General Committee, were in Toronto, in consultation with General Chairman W. H. Allison, during the last week in August, on local grievances.

Mr. J. T. Nolan, of "C" office, Toronto, took a week's holiday for his health and is once more back at the old stand "Jacking up" the boys on the Bruce.

Mr. A. Price, Superintendent of the Bruce, took a week's trip up the lakes, being relieved by Davey Bell, "the veteran operator," train master at Toronto Junction.

R. W. Beattie, alias "Manager," messenger of "C" office, spent his holidays in Detroit and London. Don't ask Ray if he rode on the street cars in London.

F. W. Hoover, formerly stenographer for the old-time telegrapher, J. G. Wilson, car distributor, Toronto, has accepted a position in the office of W. R. MacInnes, G. F. A., at Winnipeg, vice C. H. Temple, who was taken with homesickness and returned to Toronto.

Bro. Gould, of Chatham, is away on holiday, and is relieved by Local Chairman Bro. Jelly.

Bro. Hesketh, relief agent for the London section, will no longer do "the Tramp Act," having accepted the agency at North Thamesville, vice Bro. Moore, resigned. Bro. Crossette, of Streetsville Junction, has stepped into the "hobo shoes" of Bro. Hesketh.

Bro. J. E. O'Neill, of Windsor, was called away last month to attend the funeral of his father at St. John, Que., being relieved by Bro. Ryckman, night owl.

Bro. Bob Routledge has been transferred from night ticket clerk at London to night operator at Galt.

J. E. Enright, "the Cheese Magnate of the C. P. R.," is in Denver, Colo., on a holiday outing. We learn at this writing that Mr. Enright has been stricken with a fever, but we sincerely wish that his recovery will be rapid and that he

will return all O. K. Jim is highly respected by all the boys. Div. Co.

Smith's Falls Section:—

As I have never noticed a list of the telegraphers on this section I will endeavor to give one as accurate as possible, just to let the outside world know where we are at.

I will begin with Smith's Falls, where we find Bros. Lawson, Robinson and Lott, first, second and third trick dispatchers, respectively; and downstairs we find Bros. Cook, McGuire and Taggart.

Merrickville is manned by Bro. Angus, agent, and Bro. Bowes, owl.

Kemptville Junction, Bro. Hadden, agent, and Bro. Ritchie, night man.

Mountain, Bro. King, agent and operator.

Winchester, Mr. Johnston, agent, Mr. Mills, nights. This is a cold spot.

Chesterville, Mr. Harrop, agent, and Bro. Hurd at night. Mr. Harrop is the oldest agent on the Cowpath.

Finch, Bro. Seese, agent, Mr. Hutchings, day operator, and Putnam, nights.

Arommore, Bro. Duke, agent and operator.

Monkland is solid, with Bro. Johnston, agent, and Bro. Chard at night.

Apple Hill, Bro. Stedman, agent and operator. Come, George.

Green Valley, Bro. McCalpin, agent, and McDonnell, nights.

Dalhousie Mills, Bro. Reaburn, agent and operator.

St. Polycarpe is manned by C. A. men, whom we are told are "Art."

St. Clet, Mr. Berriault, agent and operator.

St. Lazare, Bro. Collyer, agent and operator. We understand John is taking a course in "nursing."

Vandreuil, Mr. Macpherson, agent, and Bro. Howard during the dark hours.

St. Annes, Bro. Bowbeer, agent and operator.

Beaconsfield, Mr. Robinson, agent, and Mr. Armstrong, owl.

Dowal, Bro. Tenny, agent and operator.

NOTES.

Bro. Reaburn, of Dalhousie Mills, is enjoying a two weeks' holiday, with Bro. McRae relieving him. Any schoolmarm there, "Mc?"

Bro. Ritchie, the "owl" of Kemptville Junction, is off on leave, with Mr. Ashley relieving him.

We were pleased to hear of the O. R. T. meeting at Havelock on the 21st being a success. Now that we have it started, keep the "ball rolling."

We did not have the pleasure of getting a snapshot at Col. Otter and his men while passing along the line, but we sincerely wish them all sorts of good luck, and trust they will be successful in making a sweep of the Boers.

As it is getting late and my "MS" is getting long, I will now cut out, with best wishes.

CERT. 1172.

Oh, Hark! I hear the "sound" of "nons,"

Oh, say! Where can they be?

Thank God, not on the O. & Q.,

For we are solid O. R. T.

San Francisco, Div. No. 170.

During the month we have held two most interesting meetings, at which we have admitted 22 new members.

The three questions submitted to the membership for their franchise, i. e.: Shall we form a System Division? Shall we employ a general chairman? and, Shall we increase dues to \$6 per term? were carried almost unanimously. The plan of work under System Division is so far superior to the old Local Division method, that there can hardly be a comparison made.

It gives to each local board the power of a Local Division within their territory, governing local affairs in all things, subject only to the general chairman.

The necessity for a salaried official is more and more patent. Bro. Geo. Estes, who has performed almost a miracle in the wonderful rapidity with which he organized the line and created our schedule, is the logical man for this place, if we can secure him. Many brothers are urging him to accept, and if we can recompense him in a satisfactory manner, I believe he will see his way to an acceptance of the position.

If he undertakes the work, his past efforts is an indication of what we may expect in the way of an unprecedented organization. He will turn into the treasury more hard cash each year than his salary amounts to. I verily believe it will be a money-making proposition to place him upon the road under salary, to devote his entire time to the work.

With his energy, it will be but a short time until we have the best organization; able to do more for its members than any organization upon the System. Not only this, but we will have all competing lines organized in a short period of time, say, three years, at the outside, or even less, which will be of the greatest possible assistance to us, as can be verified by all who have had anything to do with schedules and their procuring.

It is to be regretted that each line of road in America cannot produce an Estes, or even one to several lines of road.

The third proposition, of increasing dues to do away with assessments as far as possible, I believe to be second to none. Men, as a rule, and particularly telegraphers, dislike assessments. The increase will not make the cost to the individual member any higher than it was this year, but it will come more evenly divided, and I am sure will be much more satisfactory.

After December 31, dues will be \$6.00 per term. Keep this in mind, boys, and see that your dues reach the secretary promptly. Those who wish, the secretary informs me, can remit by the quarter—\$3.00 per quarter.

Those who have been handling the affairs of the organization on the coast are of the opinion that \$6.00 per term will give us ample funds, and in a

short time leave us a neat surplus, if each does his duty, *i. e.*, pay dues promptly, see that others do the same, and that there be no "non" members in his neighborhood.

One brother thought \$12.00 per year was too much. He figured out that we were now receiving \$1.125 per year (which is far short of correct), and this should be enough for all purposes. The above sum will about pay the postage, stationery and incidentals. A convention of the General Committee will be necessary each year, which is a large item, and one that cannot be avoided. Grievances must be adjusted, and this will often require the attention of local or general chairman, unless we have the latter at our command, to attend to such matters. The delaying of adjustment of grievances will be a costly matter, all in all, but one not perceived by the lay member, or the membership at large, but it will cost the telegraphers at large more, in the long run, than the salary of general chairman, who could attend to such things promptly. Already we have had grievances too long unadjusted, which will not be the case after this year.

At the last meeting the general chairman was directed to take such action as he found necessary to establish us under a System Division. This he will do in a short time. He has some grievances to adjust before taking up anything else.

Work under the schedule, all things considered, is working as satisfactorily as can be expected. Occasionally we hear a "non" member complain that his salary was cut. The committee did not do this purposely, if such be true, but through lack of information, and it would appear that such a circumstance would offer a suggestion to said "non." If you hear any make such complaint, just ask them if they are too dull of comprehension to gather a suggestion from existing conditions. We are going to renew schedule in one year. A man usually changes his course when he strikes an insurmountable obstacle. In S. O. and D.,

CERT. 257.

Ashtabula, Div. No. 36.

Since our last letter we have had three applications for membership, from operators who have been in service just the required length of time to be entitled to membership. So the good work continues and it will not be a great while until the branch from Ashtabula to Youngstown will be solid.

It is rather hard to see all employees getting an increase in salary, while the operators, the poorest paid employees in the service, laboring on at the same old wages and more work, and in some instances closing up the night offices on Sunday nights, we suppose, to pay the firemen their 10 per cent raise. There is a problem that even the "nons" would do well to seriously consider. The section men are better off than we, for they have their Sunday off.

There has been a slight falling off in the ore trade, but a heavy run of north-bound coal is now on. Owing to the slight decrease in business the east end dispatcher at Youngstown has been taken off.

Chief Canfield is taking his vacation visiting New York City and other points. Wonder why "CA" could not raise enough wind to pull off that yacht race last week. During the absence of the chief F. P. Calhoun, second trick, is performing the chief's duties, and we are all glad to see old "HK" getting the extra \$12.50.

J. A. Snow, formerly car dispatcher, is now on third trick and Johnson, extra third trick man, working the message wire.

Our worthy secretary, Bro. Dellmin, is juggling the cars to the satisfaction of all concerned. It is a very chilly day when "DE" can't handle them.

Bro. E. J. Payne took a short trip last week and he reports a good time.

Bros. Billy G. Humphrey and F. C. Snow are still in the dispatcher's office. Humphrey has an idea he can play a game called pool, but Snow says he convinced him that he was mistaken. Any remarks, "MO"?

Bro. Bonner has finally succeeded in getting back home to work and is now at Stoneboro days, while Bro. C. A. Rood is doing the trick nights. We understand Bonner was shaking hands with Dewey and McKinley on the Capitol steps at Washington during Dewey's reception. How about it, "X"?

Operator McQuiston is working at "AY" nights. "Mc" is right at home there, while Bro. Riter is at Plymouth also boarding at home.

Bro. C. B. Kennedy is at "BG" days doing the wire work, but the "YM" keeps him moving. We hear. How do you like it, "CF"?

Bro. Turnbull relieved Bro. Tait at Fowler a few days last week.

Bro. McCartney is back at work after a few days' outing at Hydetown, Pa. We also hear Harry attended Stoneboro Fair. She is a pretty nice girl, Harry, although she is from "WD."

The Simons Agency will soon be ready for business. Wonder if a good deserving Order man or a "Ham manufacturer" will be appointed.

Now, one word to the brothers of Division 36. There is not enough interest taken in our meetings. The attendance far too small for the number of members. Now, everybody make a special effort to attend. There is no reason why one-half of the members on the Youngstown branch should not attend. So please try and come who possibly can and make our meetings interesting. Yours in S. O. and D.,

CERT. 18.

The Oregon Short Line.

Pocatello, Idaho, O. S. L. System, Oct. 5.-- It has been many moons since a line has appeared in our journal, declaring the existence of the O. S. L. System, and a few good old O. R. T. boys still hanging fire, notwithstanding the efforts that have been made to discourage and keep us from getting the boys in line. Bro. S. J. Kelley has succeeded in organizing the system, and the result looks very favorable. You can find all the

Macks at Pocatello, and a finer lot of boys can't be jumped up west of the Missouri River.

It is time we mention, the feeling on this line, in regards to the medical examination, "or as commonly termed here" *Black ball examination*. It is not only causing the families of good competent railroad men to want for bread, but within the past few days was the cause indirectly of our Chief Engineer losing his life. The first account printed of the killing of Mr. Omelveny showed distinctly the ill-feeling caused by Dr. Pinkerton, of Salt Lake, Utah, refusing to allow Capt. Mills to pass the examination to go to Idaho Falls, as agent for the O. S. L. Co. It is stated here that Dr. Pinkerton is the originator of this examination on the O. S. L., and I am safe in saying he never railroaded a day in his life. Why should he determine whether or not a man is competent to hold a position on a railroad? I consider it is about time this imposition on a civilized class of men is brought to a *focus*. The operators are willing at any time to take a hand in the fight, and the sooner the better.

The following I saw with my own eyes: The examining physician for the S. P. System at Ogden, Utah, turned an engineer down on account of the little finger on his right hand being disfigured, caused by a smash some years ago. The finger was not stiff and did not bother the engineer in any way. I would like to gamble dollars to pennies the fact that an engineer always uses his left hand on the throttle, never came to his oyster brain. The consideration was not the man's efficiency for the position, but the almighty dollar he gets for examining that man and probably a half dozen more for the same position. I am told the same doctor passed a man some time ago to go braking that walked lame, and wears a steel brace to keep his ankle from turning over. Why? because he set this same ankle when it was broken some years ago, and the job proved to be a botch. I hope to hear from some of the other brothers on this score. By-and-by we may be able to get the facts in a nut-shell, then crack it. Yours truly,

TRAV. COR.

Alleghany Valley Ry.

I find things about the same along the banks of the Alleghany Valley as they were last month. Only a few changes have been made.

Bro. Whitesell is working at Forty-third street ticket office for a couple of weeks, and Bro. Hawk, who has been sick for the past week, is now working the side wires at "Z" until he gets rested and able to go to work copying again.

Bro. Williams, from Monterey, has been working third hours at Forty-third street lately, but has gone back to work at his old job again.

Bro. Cooper is still plugging away at "FD," Bro. Truby at New Kensington, and Bro. Reynolds at Kittanning.

Bro. H. W. Black, who has been away on his vacation for a few weeks, has resumed duty at Mahoning again.

We are all glad to see you back again, "H," old boy.

We find Wm. Rimer working nights at West Penn Junction, and "HY" is plugging away at Rimerton.

Brothers, we must all try and do better than we have been doing of late. We ought to do a little good work in the future, which I think can be done quite easily if we will all take a hand and do what we can. I am of an opinion that there is going to be some first-class work done here before we are many months older, and I trust that all will take an active part and help all they possibly can, which I feel quite sure all the brothers will do. We must all stick together or, as the old proverb reads, "United we stand, divided we fall." Fall! We must not. Let us stand and fight like heroes for our rights or we will get nothing. So let us work on and do the very best we can. That is all that can be expected and then we can say that we have done our duty.

We can help ourselves a great deal if we only think so, and be helping all at the same time.

I wish some of the brothers would take a tumble to themselves and write up a few notes through the month and send them to our secretary. Then we could make a better showing and at the same time have more news. I, alone, cannot do very well, as I am a stranger to most of the boys. Nevertheless, I will do the very best I can to put our trade mark in THE TELEGRAPHER, and hope some of the brothers will take hold and help. With best wishes to all.

CERT. 997.

B. R. & P. Notes.

The October TELEGRAPHER arrived promptly on time and is a beauty. But as there has been a scarcity of news from this road, a few notes might prove welcome in the November issue.

The B. R. & P. opened up the new extension from Punxsutawney to Butler, Pa., October 8, and trains now run through from Buffalo to Pittsburgh. The new division is in charge of Supt. J. M. Floesch and Chief Dispatcher J. C. Hyde.

A sad accident occurred on October 5 near Stanley, when the arch bar on Engine No. 213 gave way, severely scalding Engineer Harry Griffith and Fireman John Phillips. The engine was running at full speed, but Engineer Griffith remained at his post and applied the air, his hands being boiled almost to pieces. Fireman Phillips died about 24 hours later from his injuries. Griffith will recover.

Relief Agent A. V. Kellar has been on the sick list a few days at his home at Big Run.

Bro. John Carroll has been transferred from Du Bois nights to the agency at Carrier. Relieved at Du Bois nights by Bro. R. W. Keyes, formerly of the Nickel Plate.

Operator Wick has been installed as agent at Brockwayville and is "Lord of all he surveys." This promotes Bro. C. P. Lerch to day work at Lane's Mills, and a "dark horse" nights, catching the weights. Both are warm-hearted O. R. Ts.

Bro. O. B. Britton, at Falls Creek, is enjoying a two weeks' ramble over in Ohio.

There are several "non" members at Falls Creek and on the A. V. Railway who are about to fulfill their promises of joining. I am sorry to notice, though, that they still tolerate a few students in that district. Price \$5.00 per —. Take the hint, boys, and correspond with Bro. Perham.

The color car made its semi-annual rounds during the month of October, replacing all glass eyes. There are a few glass arms, though, that are "out of reach."

Ray L. Moore, for several years night yard-master at DuBois, was promoted to General Yard-master at Bradford on October 25. Older operators will remember Ray as a very genial conductor and the best wishes of all follow him to his new duties.

B. F. Bryan has been assigned to Du Bois yard-master nights.

I have sent each "non" member on the road a set of application blanks and interesting reading matter. Hoping that that method will prove of some benefit to the Order and with best wishes to all, I am yours in S. O. and D.,

CERT. 2, Div. 18.

D. M. & N. Ry.

May I beg space for last "roll call" on the "Missabe" season of '99, as the summer birds will have flown ere another issue of our popular TELEGRAPHER. With apologies for omissions of initials, I do not know them:

At Duluth general office we find Opr. Harris.

At Missabe Jet, G. E. Merriam is agent and operator.

At Ore Docks, Geehan tells about the big boats.

At Proctor, Green and McCrea do the copying act. The dispatchers are Chief M. A. Murphy; first trick, J. A. Dennis, second, W. Hankins, and third, W. C. Russell. Smith is agent and operator, D. T. Murphy chief dispatcher's clerk.

At Scales, E. N. Dennis gives good weights.

At Pine, Kelley and Reese.

At Grand Lake, Culliton days; night office closed on account of shortage of operators.

At Burnett, Cunningham and Crawford.

At Midway, Columbus and Finkleson.

At Birch, Whyte and Donnelly.

At Kelsey, Keenan and McGinnis.

At Morrell, Willman and Elliott.

At Iron Junction, Fowler and Blackburn.

At Wolf, Perry is agent and operator; no night office. Same reason as Grand Lake.

At Virginia, Sheeley days.

At Mt. Iron, Gibford days.

At Hibbing, Joyce days.

At Eveleth, Lenhart, days.

At Sparta, "Bobbie" Trotter is agent and operator.

At Biwalerk, Barry is always on hand when wanted.

We have a part of the above names on our fraternal roll and working to get the rest. A number of Division 240 left here earlier in the Fall, but we hope to get the new "nons" on our string. Get after them, boys of 240. We can't afford to let one or two do it all. Even if we are paid better than any road on the head of the lakes we can't afford to ignore our interests elsewhere. In S. O. and D., H. E. McCrea.

Santa Fe-Pacific Ry.

Do not forget the "nons," boys. We need them all to swell the list and make the showing good for the coming month.

What if you are bluffed a little. What of that? Show 'em you've got de backbone to stay wid 'em and show 'em where they are wrong. You know their excuse and sayings: "Oh! I don't know." "I will see," or, "I will let you know later." They are all very good to them, but not so good for us. So don't take such for an answer. Make 'em come out with *No* so emphatic that the sound of their voice would start a mule wagon. If they cry poverty, loan 'em the "dough" and let 'em keep de change, any old thing to get some more good members.

We have but a very few "nons" on the line now, boys, and those who have recently been converted we find are doing good work, which means those to follow will also make good brothers.

Let the good work go on that the showing on the S. F. P. may be greater in the same length of time than ever before.

It is not our aim, however, to antagonize anyone in an endeavor to bring him in, but at the same time want to use every effort to get all good members. Let us note in the lines of THE TELEGRAPHER that this is being done, and that no stone is being left unturned to effect this object.

Bro. Marshall, one of our genial agents of Peach Springs, has returned to his old post from Daggett, where he was acting as relief agent while Bro. Brady was off on his annual 30-day vacation, during which time he made his usual trip to New York and return.

Bro. Cottingham, who held down the agency at Peach Springs during Bro. Marshall's absence, is now agent at Kramer during the illness of Bro. Dayton.

Mr. Lyons, formerly night owl at Peach Springs, is relieving our old side pard, Griffin, at Newberry. Bro. Griff has at last concluded that "man" cannot live alone, and as a result of the change of mind, is now spending his "honey-moon," during which time he will visit Los Angeles, Grand Canon and other places where pleasure is to be found.

Bro. Blackwell, of Kingman, has returned to his old post after a thirty-day lay-off, his relief, Bro. Tanner, going to Barston, relieving Sister Parker for a time.

Bro. Butler, of Danby, has returned from his annual thirty-day trip to Canada, where he visits his parents, likewise his best girl. Ben has a fine ranch and all paid for back near "de ole folks at home," and we seriously predict a failure on his part to return from his next visit.

Bro. Prince, our old Ohio playmate, has returned to Blake after a thirty-day lay-off.

Bro. Carpenter, who relieved Bro. Prince during the latter's absence, is now holding down the agent's desk at Seligman during the absence of our old neighbor, "Reilly," who is visiting his parents and many friends in Western Kansas.

Bro. A. E. Dodge, son of one of our able dispatchers of Winslow, has been assigned the position as night operator at Ash Fork.

We are pleased to note the improved condition of Bro. Ross' family of Fairview, and hope a speedy recovery may result.

Bro. C. C. Hull, after a thirty days' vacation, visiting relatives East, has returned to his duties, relieving Bro. McFadden at Williams, as day operator. The latter is transferred to Canon Diablo as agent.

Bro. Engray has resigned as night hawk at Williams and entered business for himself at Chloride, Ariz. We wish him the best of success.

Sister Sparling, operator at Winona, has taken a vacation for thirty days and visiting friends and relatives East.

Bro. Sinclair, night man at Laguna, N. M., has tendered his resignation on the S. F. P. to accept a position as night operator with the Santa Fe at Los Vegas.

At an early hour Tuesday morning, October 10, there was born to Bro. and Mrs. Porter at Williams, Ariz., a fine bright 7-pound O. R. T. girl. Both mother and child are doing well.

By a casual observer, Bro. Porter was seen Tuesday afternoon near his home, standing beside an open rain barrel, gazing intently therein, seemingly lost to the outward world in absorbed thought when, with head bent forward his descent was made toward the vacuum of the barrel. The object of this we may infer later, as upon an immediate retreat we find him as if straining an ear trumpet to catch some last visible sound which had vanished in the air.

Our visitor being unable to solve this strange mystery, resolved to ask Bro. Porter his strange action, when with a complacent smile from his beaming face, this answer was imparted:

That he had just been honored with the presence of a bright bouncing O. R. T. girl, and having a desire to satisfy his aroused curiosity as to how a voice might sound calling "Papa," this method was adopted, whereby he might catch the return *echo* from the voice thus spoken in the barrel, calling "Papa," "Papa."

The origination of this idea is, of course, remarkable within itself, and Bro. Porter deserves great credit in his wonderful achievement in being able to not only satisfy his own curiosity in this regard, but at the same time advance to other "new papas" an idea in determining the method of sounding an "Infant voice" calling "Papa" through the "Rain Barrel Novelty."

From the broad smile worn by Bro. Porter Tuesday on the streets of Williams, one could scarcely fail to note the proud feeling with which he was possessed as he gently tripped his way homeward. But who of us could blame him? Hardly one, except that we might envy him his good fortune in being the recipient of so valuable a little parcel. Let us all join in extending to Bro. and Mrs. Porter the compliments of the season and many O. R. T. wishes for the future of the tiny little miss. Drv. Cor.

Colorado & Southern Ry.

New Mexico Division:—

Never a line in THE TELEGRAPHER from this system at all. Think it must be because every brother here is discouraged over our prospects, and certainly they are not to be blamed. It is nearly a year now since our little tiff with the management, when they promised to adjust our grievances within sixty or ninety days. These sixty or ninety days have now stretched into something like nine months, and as yet no hope in sight for us. It is most discouraging to our boys, and the "nons" think they are having the laugh on us, and under the circumstances it is hard to convince them that in union is our only salvation. I did have the luck to secure one convert on this division last month, but if we could only show that we were doing anything or were even in hopes of having anything done, it would be of great advantage in securing new members and strengthening our chances for getting a schedule. We are missing the chance of a lifetime by not having someone to look after our cause right now. Traffic is very heavy. Engine mileage greater than ever before. Train crews being added nearly every day, and the management could not afford at present to even talk of a strike. We should insist on having our rights at once before the slack season is again on us.

It makes me tired to hear the dispatchers ringing up offices where there are no night men. Three and four times through the night and no extra compensation for it. But the "bell" must be answered just the same. The brothers on the S. P. should feel proud of the schedule they have secured. If we had something like that on this road those bells would not be rung so often. Fifty cents a call would make them more considerate about disturbing our well-earned rest. But we can only "grin and bear it," or quit, and some of us can hardly afford that. When we quit we want to do it in a body (oh, let it be soon). Then we will get hired over again at our own figures—or very

nearly. I wish we could just "borrow" some of those boys that secured the S. P. schedule just to show us how it is done. We don't seem to know. Will anyone offer their services to help the struggling mass of humanity on this apology for a railroad? Could not the Grand Division appoint some good man or men to look after our interests? He, or they, would receive hearty support from us all. Hope seems to be getting fainter and fainter with us, and I don't think there is a road on the continent that requires hope as badly as this. Can't some other brother on this system say a word or two occasionally? We always like to see something from our own Division in THE TELEGRAPHER.

My opinion of government ownership is divided in reference to other roads, but on this road don't think any kind of ownership could be worse than the present. But I fully agree with some brother who, in the last issue of THE TELEGRAPHER, suggests that the railway men themselves own the roads. How quick would we discharge some of these overbearing superintendents! Let us hear more on this subject.

Yours in S. O. and D.,

"THE OWL."

Louisville & Nashville Ry.

As there is but few members on the L. & N. we very seldom hear from it in THE TELEGRAPHER. However, this does not discourage me the least bit, as far as I am concerned. We must think for a moment that we have not secured any one place for a life-time, even if we are faithful and good workers. We often hear of the best of telegraphers who are here to-day and there to-morrow, and any man that has had much experience in telegraphing I judge will agree with me. It may be asked by many what good does the O. R. T. do you, even if you do get out of a job. Take for an example a "non" member and start him out. When he comes to the organized road his first effort is to find out from some of the operators how they are fixed for men. About the first thing his adviser asks is to find out something about him. "Have you a card, or anything to show." Of course, if not, he will treat him like an Order that was not complete, while if this man had a card in good standing he would get a good square meal at least, with all the information regarding work that could be furnished. So you see there is quite a difference between a union man and a non-union man when traveling on the hog, looking for a situation.

This system has been doing a splendid business and seems to keep it up.

Yours in S. O. and D.,

CERT. 421.

Philadelphia, Pa., Div. No. 4.

It is not because we have no desire or disposition to see, to know, and to do our exact duty, but it is the treachery of human nature which keeps

us from climbing the hill of success and proficient attainment. Our memory lapses, we are careless of doing what is exactly required to be done, and so it results in a go-as-you-please race all through life if we are not tied down to the doing of the same thing over and over again like a machine. There is complaint even among the high intellects of the land that specification makes man an automaton, in that he works mechanically and is not compelled to use his brains. But specification is really efficiency, and was long ago discovered by manufacturers and employers of labor as profit making and waste preventing. And besides making surer and more proficient the process in which one is employed, it relieves mental and physical exhaustion. Of course it brings in dreadful monotony. But then we cannot always have the cake and the pie, too; so we get the cake when in that we have the glory of being proficient in our trade, profession or calling. And the pie awaits us in the six or eight-hour day which is bound to come when we have succeeded in educating employers that it is their duty and to their benefit to grant, and employes that it is theirs to desire and bring pressure.

The same efficiency, proficiency, and effectiveness obtains in our lives and in the transaction of all our private and personal business. Habit is powerful, and when we set ourselves in the way of routine it is difficult to move the foundations. We imagine that that which comes easiest to our hand is the proper thing. And we think that without an effort we grow in the right way. But that is just where we grow into the wrong way. It takes careful consideration and perpetual watching to get and keep in the right way. We take advice, and we copy and we quote others, but that doesn't make right. Institutions and great people are sometimes wrong, and it is principles that we want to act upon and not do so because someone else does so and so. We must have a point of view, we must have a basic principle, we must have a policy, and the institutions of which we are a member must have the same. The O. R. T. has a principle, a policy and a routine, all of which is found in the Constitution and Statutes, and if we are good Indians we will adhere to them and abide by them. Read up. Come to the meetings as often as possible and help work out the Chinese puzzle always before us. It is fun as well as profitable work if you keep your head cool and are in earnest to know and use the truth.

The Division is flourishing numerically and financially, and a contrast between now and this time two years ago shows a vast difference because we have gotten down to the ground floor and have permitted normal conditions to have their sway. Two years ago after the session of the Grand Division we were practically bankrupt financially, had to suspend the payment of benefits, and were unable to pay up the representative expense in full. Prosperity and success is going to stay with us if we are content to follow the known paths of virtue; but if we permit ourselves to get rattled and forget

to apply the rule of order and method, then we lose our adjustment and are ready, as is the custom, to blame our misfortunes on some other cause than our steadiness to observe that constancy which some mistake for monotony.

S. W. H. Div. Cor.

Washington, D. C., Division.

Potomac Division 171 called to order at 8 p. m., October 7. All officers present, with a large attendance and three new members admitted.

Minutes of previous meeting and financial reports approved. Reports received from the different Divisions of the Southern Railway System show it to be one of the best organized roads in the country and is now ready for business. Those who have not previously joined us on the Southern are sending in their applications every week.

Our Division is in a flourishing condition, both numerically and financially, and is one of the strongest Divisions in the East, and with the able support of our worthy secretary and the active members we propose to keep it up to the standard, and we sincerely hope that we will also have the assistance of the men on the B. & O. and the Penn. Railroad who are so close to Washington.

Our worthy secretary has gone out this week on an organizing trip, and by reports we hear he is doing quite a business.

Bro. R. P. Wetmore, who traveled six years for the Order, is now District Superintendent of the U. S. Army and Navy Historical Association at Washington.

There is talk of a union meeting being held in Washington very soon.

All members who have not received a copy of the new constitution will report to the secretary and they will receive one.

The meeting of Division 171 to be held Saturday, December 2, will be a very important one to the Division and we hope that members will use every effort to get here.

Mr. W. H. Goodale, said to be an ex-member of the Order from Colorado, is now on the police force in Washington.

Div. Cor.

Northern Pacific Ry.

Second District, Montana Div.:—

It is a crying shame, boys, that the best division of one of the best trans-continental lines in the country cannot make a better showing than it does. Out of some sixty odd telegraph positions on the second district of the Montana Division, eighteen will cover the total number of O. R. T. men filling them. What's the matter? Are we going to allow ourselves to be the laughing stock of the balance of the fraternity? I hope not. Let every man hustle and it will only be a question of a short time when Northern Pacific System Division will carry the banner.

At Livingston we find Mr. R. M. McLeod, day chief. Haven't heard any kick coming from the boys since Mr. McLeod took charge some few

months ago. Mr. W. A. Bennie, night chief. Understand, however, that Mr. Bennie has resigned and do not know who is filling the vacant position. First trick, Mr. George Reese; second trick, Mr. Snyder, and third trick, Mr. Fitzgerald. All very nice gentlemen, but unable to see the error of their ways so far. Mr. Crawford, days, Mr. W. J. Callahan, nights, and Mr. Shelver, split trick, constitute the relay force at that place. Mr. Crawford is at present in the East on account of sickness, and his position is being filled by Bro. Lowers.

Muir, situated on the ragged edge of the Rockies, we find Bro. Deak Abbott, days; Bro. W. Melendy, nights.

Chestnut, a hustling little coal camp, Bro. W. W. Cournyer, agent; Bro. J. W. Carlson, nights. Bro. Carlson has been on the sick list for a few days, but are glad to report him at the desk again.

Bozeman, the Salt Lake City of Montana, is being held down by Bro. Jake Schaefer, days; Bro. F. E. Redner, nights.

Belgrade, Mr. Arnet, agent. Mr. Anderson filling temporary day work at this place on account of steam shovel and a couple of work trains at work there.

Manhattan, Mr. M. J. Brown, agent.

Logan, a noted place for strong arm work, we find Mr. E. E. Veltum, agent.

Bro. C. M. Temple, days; Bro. Thompson, nights.

Lombard, Mr. C. E. Skidmore, agent; Mr. Gray, nights. We understand Mr. Skidmore is leaving the service, and is being relieved by Mr. Phiney, formerly situated at Columbus on the first district of the Division.

Toston, Mr. Thos. Holker, agent; Bro. Steele, days; Bro. F. J. Quinlan, nights.

Winston, Bro. J. H. Cassidy, agent; Mr. Carr, nights.

Prickly Pear Junction, Mr. G. F. Goodrich, agent; Mr. Newman, days; Mr. W. J. Jones, nights. Mr. F. G. Fletcher now acting as relief agent at this place.

Helena, although not strictly on the Second District, will throw in any way. Yard office, days, Bro. C. W. Gentry; Bro. French, nights.

Bro. R. W. Hardy, of the relay office at Helena, seems to be "one among many." An elegant place for some missionary work of the right kind. On the great and only Boulder Branch at Clancy, Bro. Wm. E. Rowe smashes baggage and does the general hustling act.

Jefferson, Mr. W. B. Shepard, agent.

Wickes, situated forty miles from nowhere, Bro. J. F. Coleman officiates over the destiny of the N. P. Ry. I wish to remark right here that Bro. Coleman is a rustler from Rustlerville, and deserves great credit for all the work he has done.

Boulder Junction, Mr. J. J. Madden, day operator.

Boulder, Mr. Frank Bernatz, agent. Bro. E. A. Wilson is acting as relief at this place.

Basin, Mr. J. B. Emerson, agent.

Elkhorn, Mr. H. Morrow, agent.

Townsend, a well-represented O. R. T. town, Mr. W. H. Brooking, agent.

Butte and Logan Branch, Sappington, Mr. McClellan, agent.

Whitehall, Mr. Travis, agent. Day and night operators at this place, but have been unable to learn their names. Mr. Frank Smith relieving agent at this place.

Pipestone, a temporary gravel pit office, Mr. F. W. Stewart, days.

Homestake, Mr. O. Moultaire, agent.

Butte, the grandest union town in the United States for its size, has a mighty poor showing as far as the O. R. T. is concerned. The writer can call to mind back in '92 and '93 while working on the Utah Northern, and belonging to Butte Division, that it was the warmest of them all. What's the matter, Kelly? Have you given up hope? However, we find a few worthies. Bro. O. F. Lemm, days at Montana Union Transfer, Bro. Kelly, M. U. Transfer Depot, days, Mr. Spurrier, nights. There may be a few more, but so far we have been unable to locate them.

Poney and Norris Branch, Poney, O. N. Darling, agent; Norris, Mr. Welliver, agent.

Twin Bridge Branch, Twin Bridges, Mr. W. A. Roland.

Now, boys, quoting Patrick Henry, "why stand we here idle?" I hope before another month rolls around, all of the back numbers will be in line and in my next article I will be able to count at least a quorum. CERT. 2353.

Cor. 2d Dist. Montana Div., N. P. Ry.

G. H. & S. A. Ry.

District No. 5, Division 53, O. R. T. OS. and N. to Ga. and Dr. inclusive. Fellow Craftsmen:—

Your humble scribe desires to stir you up on unionism and Fraternity. OS. is San Antonio, Texas, Ga. is Eagle Pass, Texas, and Dr. is Delkio, Texas. Now come, boys, let's reason together; go inwards and examine yourself; see if you can't stir up enough fraternity to join a worthy cause, namely, the Order of Railroad Telegraphers. Our Order has been successful in obtaining recognition and a Contract (with a big C) on the Pacific system. Why not we'uns get one? Are we too well paid? Have we any holidays, Sundays, for instance. Only one that I know of and that is furnishing the corpse for our own funeral. Is this right? Get rid of your individualism and come forward and join us. Do this at once. Please write our worthy Secretary-Treasurer, J. W. Cobb, Rosenberg, Texas, for the necessary blanks, or apply to your district chairman now located at Lacoste, Texas, Martin Braden. He will gladly second your good intentions and hopes to see you all aboard for an interview with the necessary papers drawn up for signature of our superintendent and general manager. What do you say, boys. Have you got the grit. If so fall in line p. d. q. please, and oblige

one who is already there and signs himself Nitram Nedarb.

Our present district is hot stuff. About as punctually a set of men as can be found in the whole country to begin with. We will take them in rotation. There is "NS" at "N"; he's always there, slow, fast or otherwise. Then there is our old standby, "G" and "AR" at "QS," two old wheel horses, and an off-leader, young, but getting there. They both want "OS" p. d. q., and generally go until they get it. Then comes "Bu" at "CA"; he's "NG" at all; always there; ditto "M" at "Un," but "JU" and "PO" at "ON" are hard to get. Still "H" and "K" at "DI" improve the monotony and "WA" and "NY" at "BS" are the real hot stuff, young and skittish, just out, but they will improve with age, while "BS" at "DA" is a second "NS," and "X" at "RS" is all bustle and rustle when you get him. Then comes old reliable "MM" at "KI," who always has repeaters O. K. during his day trick about the night owls. Am sorry can't say anything for or against them, but here comes young, steady, just married "JM" at "GA." He's the best cigar tester and always has some Mexicans for callers. Now comes "CM" at "BA," the nicest of the lot and the only fraternal place on the road for our unfortunate on the hog fraternity to get a glad shake and spread and rest. It's so nice and lonesome there, too. Then comes the End "CM" and "W," both old stagers, reliable and safe and not alone that, but work, oh, my, just lots of it, and you don't want to worry "CM" either, with anything outside of strictly business. Now, boys, with such a lay-out we ought to come together. Can and will we it is for you now to say. I have called your attention to it. Come now. Fraternally one of you. NITRAM NEDARB.

Pennsylvania R. R.

Monongahela Division:—

(Known as P. V. & C. R. R.)

To those who are not acquainted with us, this is the way we appear:

Superintendent's office, Ferry, Black and Shore. dispatchers; Konenkamp, Helms, Shank, Porter and Irwin, operators.

"Y" Junction, Robinson, days; Young, nights. Ormsby, Sullivan, days; Leibtag, nights. Baldwin, Armsey, days; McCarney, nights. Howard, Beam, days; Kaven, nights. Munhall, Neil, days; Murphy, nights. Thomson, Kelly, days; Cahill, nights. P. G. Tower, Heber, days; Julian, nights. Cochran, Dunlay, days; Dixon, nights. Dravosburg, Eagye, agent and operator; Miss Condon, nights.

East Elizabeth, Gumbert, agent and operator. West Elizabeth, M. Condon, agent and operator. Elben, Dainty, agent and operator; Donaldson, nights.

Courtney, H. V. Dewar, agent and operator. Monongahela City, Kennedy, operator, days.

Black Diamond (End double track), Ragan, days; Griffey, nights.

Webster, Hardgrove, agent and operator.

Lock No. 4, Minehart, agent and operator.

Charleroi, T. R. Eagye, agent and depot day operator; Speer, night operator.

Belle Vernon, J. G. Fry, agent and operator.

Allenport, Thomas, agent and operator, day; Fernier, nights.

California, P. Dewar, agent and operator.

West Brownsville Junction, Whittaker, days; Doyle, nights.

Tucker, Furnier, days; Mann, nights.

Vance Mill Junction, Myers, agent and operator; Hope, nights.

We then arrive at Redstone Junction, which is the termini of this "pike" and junction with the South-West Branch of the Penna. R. R.

All pleasant, and a bright intelligent class of men on this road. O. R. T. is progressing very satisfactorily, the boys see the necessity and are getting in line rapidly. Keep it up, boys, our equilibrium at present is being disturbed by the boys taking their annual vacation, several new men as extras relieving the regulars. Extra men scarce; a good sign.

The P. V. & C., or Monongahela Division, is one of the busiest roads entering Pittsburg. It is the great connecting link, linking together the Pan Handle, Fort Wayne, Allegheny Valley, P. & L. E., P. B. & L. E. and B. & O., from which great volumes of traffic are exchanged. It is a daily occurrence to see 175 to 200 trains in twenty-four hours pass over this Division, with trains averaging fifty cars per train. The immensity of the traffic can be considered from these figures to those who class us as a one-horse branch pike, have good and sufficient reason from the above statement to change their opinion of us. All East bound Pan Handle through freight trains pass over this Division, reaching the main line of the Pennsylvania at Wall.

Ormsby, trainmaster's office and general yardmaster's office. All freight crews made up at this point, which is a very busy and important place, traffic being so great daily that yardmasters are forced to stop receiving freight trains northward until the congestion is relieved by connecting lines. Howard, the next large yard, with ten or twelve tracks, extending a distance of one mile or more, and even this is insufficient room to take care of the traffic at this point. P. Mc. K. & Y. transfer, where an interchange is made with the P. & L. E. R. R., from 400 to 500 cars per day are handled, keeping two crews busy delivering and receiving the traffic. The Mesta Machine Co. and Shiffer Bridge Works, both new industries, being erected at this point with large producing capacity. This additional increase of traffic comes to us at West Homestead. Howard is the scene of many trains, and one would think it a terminal point, but this is accounted for on account of all north-bound freight trains reaching this point are held until the congestion at Ormsby is relieved.

Munhall is the next and greatest of all in importance as a shipping point. The Carnegie Homestead mills, situated here, one has to see to be impressed with the immensity of the producing capacity of this plant; it is continually expanding. Several trains are kept busy delivering and receiving the product of this one plant daily.

Thomson and Cochran, two other large yards and of great importance as the former ones. They connect with the Union Railroad and main line of the Pennsylvania Railroad, and great volumes of traffic are handled at this point. The Duquesne Steel Works and blast furnaces also increase the importance; several hundred cars per day received and delivered.

Manufacturing people are recognizing the mineral resources and the advantages afforded along this line, and are rapidly securing locations. This is one vast center of manufacturing establishments, from which we receive large shipments. New enterprises of different kinds can be seen in process of erection and others to follow in a radius of ten or twelve miles, the ground being covered with mills of every description. This goes to show that we are an important factor in railroad circles and to further illustrate of what a railroad center we are located, that eleven steam and electric roads center in and around Homestead and the other points mentioned.

Dravosburg is the next station, looked after by Bro. Geo. L. Eagye. It does a large express business, but figures lightly in other branches, but we understand the express is rather profitable to George.

Wilson and Blair come next in line. The Goff Steel Works, Morris & Bailey Steel Works comprise the enterprises at this point and also a very large brick works, which I almost overlooked.

Next comes East and West Elizabeth, with a plate glass factory.

Shire Oaks further south, where we find another large yard and also a scale office, from which point the products of three large coal mines are shipped by rail.

Courtney is next, from which the coal of two large mines are forwarded.

Monongahela City, with seven or eight thousand people, is two miles south and we find a planing mill, paper mill, stove foundry, machine shops, glass houses and two coal mines. There is a large passenger traffic at this point.

Webster next, we find the shipping capacity not so large; one coal mine and a flour mill, but two large mills are soon to be erected at this point.

We pass Lock No. 4 and come to Charleroi, commonly known as the Magic City. Here we have what is said to be the largest plate glass works in the world. Also the Macbeth Chimney houses and a silk factory. The passenger traffic between this point and Pittsburg is immense, but is ably looked after by Mr. T. R. Eagye.

At Belle Vernon, we find the Gibsonton Distillery, from which is made the well-known "Monongahela Rye," which is well known all over the United States.

At Allenport, the Jones & Laughlin iron and steel firm of Pittsburg own and operate three or four coal mines of large shipping capacity.

Lucyville comes next, with Woods Run. At both points no manufacturing industries, with exception of several large coal mines.

We pass on and come to Coal Centre and California. The industries at these two points consist chiefly of coal mining and glass houses. There is, however, at California, the South Western State Normal School, at which several hundred students are yearly graduated from and, of course, makes a large passenger traffic, there being no other competing roads there, except the steamers on the river.

West Brownsville Junction and West Brownsville are next in line. At the Junction we find Dispatchers Doyle and Whittaker, who take care of and handle all trains on the Red Stone Branch. There are three large distilleries at West Brownsville, together with several large machine shops. The passenger and freight traffic from this point originates from a large scope of farming district, this being the terminus of the road. But it is expected that before another year rolls around that the road will be extended to where it was originally intended, Charleston, W. Va.

The Red Stone Branch, running from West Brownsville Junction and connecting with the South West Branch, is the center of the great coking district, and the large output from these coke ovens is shipped over this branch, thence to the P. V. & C. Twenty cars are engaged in this traffic. This demonstrates that the position taken in the first place, regarding the importance of the line, is not overstated. It clearly shows that we are a self-supporting or producing line, the bulk of the freight handled originating with us, and yet amidst all of this vast and stupendous traffic, perhaps equal to the bulk handled on the main line of this system, we are styled a branch, and for the above reason are deprived of our rightful position among railroads paralleling and surrounding us, which are of lesser importance, and who receive greater compensation and consideration for much less labor performed. To those acquainted with railroad service, the handling of such a number of trains safely, requires the operator to be familiar with every movement of trains, on what is styled block on either side, and strictly first-class service is required and is given. Our prestige is not so great as formerly. Prior to 1895 the operators were granted leave of absence of 14 days on full pay, a change of Superintendents and division operator seem to have worked this change. Hence, the operator now forgoes his vacation or takes it at his own expense. The vacation system is still in vogue in some cases, where one man acts as agent and operator, also yard masters and dispatchers and copiers are included among the favored class, but it seems the operator is no longer eligible to these privileges. Is it because we are so dead easy, or have we lost our former manhood? Have we lost our

prestige irrevocably and irrecoverably? The case looks it. How regained individuality is powerless, something more powerful and stronger is needed in this case. Let us try organized efforts to win our lost prestige and accomplish better results. Division No. 52 is being besieged by applicants for admission. This is certainly a good sign. Brother Dacres is doing wonders among the boys on several of the other roads entering this city. While he is doing such noble work, let us urge upon our Grand officers the necessity of immediate action on the Pan Handle and the P. F. W. and C. R. R. and the main line east to Altoona. The section of road east of that point to Philadelphia is already in line. These prosperous times is the word for action and let us act and act quickly.

We have lately received another Superintendent, Mr. F. F. Robb, and from all accounts he is far superior to several we have had heretofore. He is a gentleman in every sense of the word, and willing to do what is right by the boys.

Division Operator Ray is absent on vacation and Mr. Charles Isler is filling the position during Mr. Ray's absence.

Dispatcher Black, we understand, will leave in a few days, to practice medicine, and we will then prefix to his name, "Doctor." In the event of his leaving either Whittaker or Doyle, at West Brownsville Junction, will be promoted to a trick in the Superintendent's office, and one of the extra dispatchers sent to W. B. Junction.

October begins with its casualties, and we are sorry to chronicle the fatal event of the pay car returning after distributing the August salaries. Engineer overlooked his orders and a fatal head-end collision occurred, killing one of our most popular engineers, Edward Rochbacher, and his fireman, Mr. Wettell. The freight crew all escaped with slight bruises. The sympathy of all employees are extended the bereaved families.

Mr. D. G. Black, dispatcher, who for several years was chief dispatcher and Division operator, has left the service by voluntary resignation, having entered the medical profession and has hung out his shingle in the East End, Pittsburg. We regret to see him leave, as too much cannot be said in his praise and we sincerely hope that success may crown his efforts. Mr. Doyle, dispatcher at West Brownsville, has been transferred to the city and takes Mr. Black's place, Mr. E. E. Helms, extra dispatcher, going to West Brownsville, in place of Mr. Doyle. Former Dispatcher Cook is now Division operator's clerk.

Mr. O. C. Orchard, agent at Munhall, has left the service of this road and is now with the Philadelphia & Reading R. R. as purchasing agent. We have not learned who has been appointed to succeed him, but Extra Agent Krahmer is filling the position at the present writing.

Mr. Dennis Shea, operator at Munhall, has also left the service, having gone with the Carnegie

Steel Company. More salary induced him to leave. We don't blame him.

Mr. O. E. Dixon, late of the P. & W., is now assistant agent at Charleroi, Pa. Mr. Dixon has left the life of single blessedness behind him, having been married on the 25th of October to an estimable lady of Callery Junction, but we cannot ascertain her name in time for this correspondence. We wish them success in their new venture.

Mr. R. S. Wilson, of Duquesne, has left the service, and we understand is with the P. B. & L. E. R. R., but don't know at what point.

Division Opr. Ray is still absent, and the position is being filled by Mr. Chas. Isler and in a very acceptable manner. "MR" is a gentleman in every respect, and worthy of all the confidence placed in him, the boys having great admiration for him, as he treats them all with respect and due care, and they all appreciate it. CERT. 985.

From Kelso, N. D.

I just want to say that I read THE TELEGRAPHER, and that I feel proud that I am a member of the O. R. T. Because I like to feel that I am a brother of those that express their views in such an able manner. There are lots of people getting big pay for talking on paper that should watch the smoke of the O. R. T. boys and girls. I cannot agree with them all, for I don't like the government ownership at all. It does not suggest any relief for us, for we are suffering from too much government now. I like the idea of the Brother that says we ought to demonstrate something. We are talking a lot and to some effect, but why not prove something. Are there not a few of us? I know there are no honest, hearty Brothers that would not be glad to invest a little in an enterprise to demonstrate the truth. An example of this kind would do more toward setting people to thinking than a U. T. L. car full of ink would do. All that would not like to see this tried will not invest at least \$5 for luck, drop me a card. We certainly lack nothing but the confidence and the money that it would bring to materialize the theory that we advance. If you think I am too enthusiastic, I offer as an extenuating circumstance, that I am staying on duty never less than sixteen hours, and seldom over twenty-four hours a day, and have been doing so for over three years. I have been and still am laboring with the "nons" on this line and mail my TELEGRAPHER to one of them every month. If you see this write,

Yours in S. O. and D.,

F. A. WILSON.

F. & P. M. Ry.

We are short of news this month, as none of the Brothers responded to our announcement in last issue.

In F. and P. M. District there is nothing new of importance. A few new members again this month, through individual efforts, which shows something can be accomplished if handled rightly.

Let others follow. More individual hustling is needed to maintain the Division in a solid state when changes occur and new men employed. Have you a "non" near you? Write Bro. Landry if you have and he will put you next.

Bro. G. G. Burt has been transferred from Melvin to Carleton.

Bro. Gibson, formerly located at Carleton, transferred to Mayville, vice Bro. F. A. Kyes, resigned to engage in business. He has the best wishes of the Division.

Bro. Husted, formerly at Clyde, nights, assumes the agency at Melvin.

Bro. McDonald, agent, North Bradley, has resigned his services with this company. He was relieved by Bro. Newbound, formerly of Gere.

Bro. B. J. Wilson, night owl at Clio, says he is now prepared to put his game ones in the pit, and invites correspondence with anyone wishing to arrange for a mill.

Bro. Brandon, Representative of Grand Division, has completed his work in this vicinity, and is about to migrate to new fields of labor.

There are a few who still persist in showing the white feather. Fortunately, they are indeed few and far between. We cannot account for their myopay.

Bro. F. W. Livingston, formerly operator and ticket clerk at Vassar, is now temporarily located at Holly nights, having received serious injuries while loading baggage at former point.

Bro. Curtis, the genial agent from Romulus, gave us the glad hand on his way to Vassar, enjoying a two weeks' vacation. The boys expected a box of cigars on the occasion, but were again fooled, as Bro. Curtis returned unhampered by matrimonial ties. We will look for them next time, Clarence.

Bro. J. S. Turner, agent at Mt. Pleasant, has been transferred to Harrison. We have not heard of former Agent Bro. Stroupe's whereabouts.

Bro. Beaton has assumed the day trick at Evart, vice Bro. Grant Mosteller, now with Wisconsin Central at Burlington, Wis. Bro. Jarvis holds the chair down by night. Fred is O. K., too.

Boys, take your October issue and show it to a non-member, and if this argument is not sufficient, I do not think his cranium could be punctured with a pick axe.

Yours in S. O. and D.,

Div Cor.

O. & L. C. Ry.

For the information of the members on the O. and L. C. Railway who could not attend our meeting, October 26, in Ogdensburg, N. Y., I publish this in THE TELEGRAPHER so the members all over the country can know another line of railway has been thoroughly organized.

Our first meeting was held last Thursday, October 26, in the B. L. E. Hall, Ogdensburg, N. Y., at 7 p. m.

We have a good start now and should be able to improve our condition on the O. and L. C. Railway. What was done at our meeting I will not state here, but let me give you this advice, Brothers of the O. and L. C. Railway. I understand the Superintendent has been over the road and asked several members if they belonged to the O. R. T. Some of them answered yes, some no. He told those who belong to the Order: "You gave your money for nothing; it will not amount to anything here," etc., etc. Some of them, I notice, have been intimidated and have not yet paid the balance of their dues. I will say to these:

Brothers, why does the Superintendent go to you and ask you such questions? He knows very well if he can keep you working for a poor salary, long hours, etc., he will keep his good salary, but he also knows very well if the telegraphers under him get thoroughly organized they will get more pay and, therefore, increase the expenses of the road, which is liable to get his salary down, he thinks.

Brothers, plant the banner of the O. R. T. at your station and never mind the Superintendent who comes and tries to interfere with your liberty. You will not lose your job any quicker because you belong to the O. R. T. If you don't do your work right he will discharge you, whether you belong to the O. R. T. or not. We have some non-members on the C. V. Railway who had their salary cut down and their help reduced, and others who are members had an increase. So it don't matter. It don't help you a bit if you don't belong to the O. R. T., but the Superintendent claims it will.

Do not be selfish, but join those who are working so hard to improve your condition.

Some members write me and say: "I do not see things changed any since I joined the O. R. T." They think all there is to be done is to pay the initiation fee and dues, and in a month or so get a contract and schedule, more pay, shorter hours, etc.

This is nonsense, and they should stop and think a moment, and they would soon see a contract and schedule cannot be secured in a minute. It takes time. Instead of kicking and finding fault they should exercise a little patience and get after the non-members all they can.

After our meeting we went to the O. R. C. Fair, where a dance took place, and where everybody had a good time.

We thank the B. of L. E. for granting us their hall for our meeting.

Brothers, let us stick to the O. R. T. no matter what happens, and we are sure of success.

There are a few "nons" we have not got yet. Let us get after them. If they do not come in soon and join with us, they will find themselves in the dark.

For particulars and blanks address,

LOUIS FORTIER, Organizer,
Claremont, N. H.

A Word to the "Nons."

Now that the new year is approaching, why not observe the season by turning over a new leaf. Put your shoulder to the wheel and help yourself by helping others. Why, the fact alone that an operator can have a fair and impartial trial in cases of discrimination or official favoritism, and the many other wrongs imposed on you on roads that are unorganized, is well worth the paltry sum you are required to pay. I am glad to say that we are fortunate enough to have only two or three "nons" on the Third Division of the D. and R. G., and sincerely hope to see them take a tumble soon and do something tangible for the good of humanity, which, we all admit, is one of the noblest efforts of mankind. Any operator who has been receiving the benefits derived from organization right along, who will not contribute towards maintaining those benefits has no interest in himself or his fellow workmen. The growth of organized labor and the immense amount of good it has done in the past few years is wonderful to contemplate. Get in line, boys, ere you are too late. Yours fraternally,

M. J. BOYLE.

Knoxville, Div. No. 10.

Southern Railway:—

Well, boys, I looked for a piece in the October journal from some of you, but failed to find it, so I will try to give the news on this end of the line. There is no better news going than that the Organizers were all doing good work, and this alone is evidence that we are going to win, and owing to the fact that the grand division is still keeping the best organizers at work on the Southern system is the greatest evidence that we should wish for to convince all of us that the Order of Railway Telegraphers mean business and are ready to help the Southern system telegraphers out of the mire and put them on the plane alongside of our brothers in other capacities of railroad life, and I long to see that day and, boys, there is no reason on the top side of this old world of ours why the operators on the Southern system cannot become organized and secure a good contract, like that one just secured by the Southern Pacific boys of that system, but it takes work to do it, and if any of you will ask those boys how they got theirs they will tell you by the help of the O. R. T. and their own hard work, and if every telegrapher on this Southern system will keep right on at work and keep up the interest that is now being taken it will not be long before we will have a good schedule. We have a good percentage on our side already, but when we go to see the general manager we want to be able to say that we represent from 70 to 80 per cent., at least, then we will not be lacking for backing and can lay our grievance before him with a steady hand, and feel sure that it will be granted without any trouble, for we are not organizing merely to have a strike (as some local officials of this line are

telling the "nons"), but we are organizing so as to be able in a body as one to ask that some just grievances be adjusted, and I hope none of the men will pay any attention to local officials when they say that we are merely organizing to get up friction between the telegraphers and the management. The O. R. T. is not an advocate of strikes, unless just grievances cannot be adjusted without them. Why I mention this is, as I said above, the officials of the Knoxville Division of the Southern System are going to the "nons" and telling them most anything in order to keep them out of the Order. There were seventeen applications for membership before our October meeting. This shows that we are moving right along toward success, and I hope each and every one of the members, not only in Division 10, but all over the system, will never let an opportunity go by without speaking a word with the nons, and lets get them in line as soon as possible, the sooner the better.

There has been several changes recently on the Knoxville Division.

Bro. L. Jarnagin has been appointed agent at Careyville, vice Bro. E. O. Jewell.

Bro. Pete Drummond is pounding brass down South, having been relieved as agent at Washburn by Mr. Ensminger.

John Reams has been appointed agent at Tallbott.

Operator McCullah is doing the owl act at Straw Plains.

William Keister is night operator at Mossy Creek. Luck to you, Billy. Glad to see you with us again, and hope to see you come back into the Order.

One of our old and best members on Ashville Division, Bro. Meacham, has quit the key and is flagging. Luck to you, "W."

Bro. Ben. M. Bayol, who has been agent at Inman, S. C., on Charlotte Division for the past year, has been appointed day operator at Hendersonville.

I will cut out this time. Let's hear from several of you, boys, in the next journal. With best wishes, I am

Yours in S. O. and D.,

W. L. WEBSTER,
Secretary and Treasurer.

Nickel Plate Notes.

As I saw some news items from the "Nickel Plate" in the September issue, I will give a few more notes to keep the ball rolling and endeavor to let the rest of our "craft" know that we are getting stronger every month, and hope to be in the push very soon. I will now start at Buffalo Junction—"B" where we find "Dad" Chamberlain, and Mr. Seeman, days, with Bro. Groom, nights.

We find West Seneca open nights again, with Operator Parison at the key.

At Lakeview "KN" we now hear Operator McGovern at the key again, after enjoying a ten days' vacation.

At West End double track "AD" Dunkirk, Operator Mulcahay, days, and ex-Bro. Gardner, nights, both of whom will enlist their sympathy with the O. R. T. soon again.

At Westfield "FD" here we find Operator Blatner, nights, who has a strange way of saying P. H. H. Miss Jones, days.

At North East "NH" Operator Middlebury will be found making love to the grape pickers; ex-Bro. Page, from Wallace Junction, days, in Bro. Selley's place, while he is acting as agent down among the grape vines.

At Erie Depot "Z" Operator Shaver, nights, claims the mosquitoes are so large that they carry away several sections of 80-pound rails every night. Operator Weed, days. Both of the above will enlist their sympathy with us again soon.

Cascade "CA" we find ex-Bro. Jones back at the old stand, days, again, after taking a week's vacation.

Bro. Rison resumed duty, nights. "Punk" says he would have had a hot time while working days, if there were someone else in the city besides those "awful Dutch."

Bro. Jones, of Buffalo, spent a week at Cascade. From all appearances he must have had a good time among our country cousins.

At Wallace Junction "WA" Billy Whalon, an old time Lake Shore man, is doing the owl act, while Operator Page is at Northeast. Operator Bixler, days.

Conneaut, "X" dispatcher's office, "Soda Water Bill" can be found telling the boys how to buy "Gold Bricks."

Bro. Keys, the camera fiend, can be found standing on the corner at the Commercial House, looking for snap shots.

Dispatcher Stedwell has an automatic machine that he grinds out orders with.

Well, now cut this out, and if it does not break the press we may all be able to see it.

CERT. 24.

First District:—

Operator Groom, who has been night operator at Buffalo Junction for about two years, has resigned to accept a position as dispatcher with the W. N. Y. and P. at Buffalo. Operator Carlson, formerly night man at West Seneca, is working at Buffalo Junction at present.

Operator Green relieved Carlson at West Seneca. Wonder if he left his skates with Howlett?

The grape business will soon be over and then there will be all kinds of extra operators.

Understand one of the rough riders gets through to-night. Bickers, who has charge of the other crew of rough riders, will remain on about a week yet.

Operator Cox, of Conneaut Yard, nights, is off for a few nights, relieved by Operator Slec.

Operator Harry Claud Showalter, of Conneaut Yards, nights, had a very narrow escape with fire about two weeks ago. Harry has got a bath cabinet and was about to take a bath when

the alcohol lamp exploded and set fire to the lace curtains, and also quite a few pieces of valuable furniture in his room. Harry went screaming out of the room in his night shirt, yelling "fire," and if it had not been for the quick action of his pard, "RO," the whole house would soon have been a mass of ruins. The damage will not exceed \$50. The fire company did not arrive at the scene until they had the fire under control.

We are glad to see Bro. Mulkin at Silver Creek nights again. Operator Kellar, who has been working there for about a month, is now working at Woodland nights in place of Tiffany, who is on days during Cosgrove's absence.

Bro. Drewitt was off a few nights sick, relieved by Bro. Mulkin.

Operator Sullivan resigned at Ripley nights, relieved by Operator Duncan.

Night Chief Benjamin is off on account of sickness. First trick dispatcher Parrish is acting as night chief. It keeps him and "RO" busy fixing up those "pick up and ans" messages, but they manage to get their usual spot out of it. "Sandy" Dunn is working first trick in Parrish's place.

"Jigger" Brown is still holding down third trick on the West End. They say that all the rest of the boys in the office are going to quit if he does not quit smoking those awful "smelling" stogies while on duty. It is almost impossible to stay in the office. "Chauncey" Stedwell, third trick man, across the table, has threatened to put "Jigger" out of the office if he does not quit "swiping" his matches to "light them stogies wid." "Barney" Connors, second trick dispatcher on the west end, is still smoking the pipe of peace and laughs at Eldred when he ties up the rough rider.

"Dad" Marshall was off a few days to attend a funeral, relieved by night man Showalter. Green relieved Showalter nights.

J. D. Smith is acting agent at Pratts Crossing during the grape season.

The telegraph office at Northeast siding has been moved about one-half mile west, near the new water tank, the old tank at station being abandoned.

We understand Mr. Hazen at east end double track, Silver Creek, is thinking of resigning to go into the mesmerizing business. Success to you, H.

CERT. 10 AND 19.

Second District:—

Noble, grape station, closed. Don't know where Bro. C. H. Whelpley goes.

E. B. Myers, formerly C. T. D. on this division, relieved Mr. E. M. White nights at Painesville, while Mr. White worked in agent's office a few days. We understand Mr. Myers has resigned to accept position with Illinois Central west of Chicago as general agent.

F. L. Fay, agent at Painesville, resigned to accept position in car accountant's office at Cleveland, O. Relieved by A. H. Ayers, from Geneva.

F. A. Allen, agent at Unionville, relieves A. H. Ayers at Geneva, and Operator E. Waterous goes to Unionville as agent.

F. B. Guinan, agent at Madison, has accepted position as chief clerk in agent's office at Lorain, O., relieved by M. P. Sherwood, formerly relief agent.

Bro. E. A. Hill is back at Madison, nights, relieving Opr. Grammes.

Mr. Cassell is at Euclid, nights, vice Mr. Vandye, resigned.

W. A. Boyd, days, Bellevue, and who has the honor of being Bellevue's city clerk, took a ten days' vacation, being relieved by Night Opr. Simpson, while Opr. L. W. Slee did the owl act.

Mr. Howlitt is now working nights at Dover, vice Mr. Green.

Mr. C. L. Cox, nights, Conneaut Yard, off sick, relieved by L. W. Slee.

Opr. Slee, taken off at Wickliffe, goes to Bellevue nights.

Opr. Green taken off at Dover, days, goes to Kingsville to relieve Mrs. Leffingwell, who is sick.

Opr. S. J. Love, taken off at Avon, Opr. Mabel Searles off at Unionville, Opr. Duncan off at Mentor, and operator off at Perry, all grape stations.

C. Wood, days, dispatcher's office, Conneaut, off sick, relieved by Opr. Fabel from the yard office. Opr. H. C. Showalter relieved Fabel, days, at "XD," while Mr. C. L. Cox worked nights, assisted by Opr. Green, from Dover.

Mr. Sinclair is now at Ashtabula, nights.

Bro. R. W. Keyes is now working in Dubois, Pa., yard office, for the B. R. & P.

Bro. J. T. Coffey, West End double track, Cleveland, continues to visit the widow every Saturday evening. "13" cards will soon be out. Eh! Jim?

Bro. C. P. Tiffany, days, Woodland, off sick a few days, relieved by night man, Higgins, who was relieved by Opr. J. E. Lautz.

Opr. J. E. Lautz resigned to accept position with L. E. & W. at Lima, relieved by Opr. J. S. Kellar from Silver Creek.

Bro. W. T. McShay, days, Kimball, off on a few days' vacation, relieved by L. W. Slee.

Mr. Smith, regular night operator, Dover, is holding down a grape station on the First District. Something appears to be missing at Hamilton's restaurant, Woodland. Can you say why?

We hear the "Duke of Ogontz" bought a gold brick the other day. Better get "Nick Carter," alias E. M. White, of Painesville, after them.

We took in quite a number of new members during the past month, and hope it will be kept up until we are solid.

Don't be afraid to write Bro. F. R. Terback. Secretary, 69 Yonkers street, Cleveland, O., for information and application blanks. That is what he is paid for.

Send your notes in by the 25th of each month, so I can get them to St. Louis in time.

Third District:—

It may surprise some of the boys when they see a few notes from the Third District, but I wish to say that the O. R. T. on the Nickel Plate is not dead yet, although there are a great many "nons" on this Division. We are going to go after them now and give them a good shaking up. They have been sleeping, lo, these many years, and something must be done to arouse them. Selah!

The dispatchers are taking their annual lay-off. Opr. Kerr is in the dispatcher's chair, Opr. Hughes working days in Kerr's place, and Extra Opr. Bart doing the night act.

At New Haven we still hear I. J. Eiler, days, and Opr. Brudi, nights.

Bro. Hazen hangs on to Payne, nights, like a dog on a root. Bro. "H," you must have a life lease on that place.

At Latty we find Opr. Hadderman, days, with P. J. Furlong, nights. Pat says he regrets to see winter come on and drive the frogs in the mud, as he will have nothing to keep him awake nights.

At Oakwood we find Bro. C. H. Russell agent and operator. Bro. "Ru," why don't you show your colors.

Opr. Gilson is slinging the lightning at Continental, days, while C. C. Winter does the owl act.

Bro. O. M. Clark, agent and operator at Miller's City, has everything coming his way. We predict that he will be the next Mayor of that burg.

At Leipsic Junction we find Opr. Lewis working days, with Extra Opr. Sherman, nights, while Opr. German, the regular night man, is taking a short vacation.

At McComb we find Bro. Smith, days, with A. C. Wagoner, nights.

C. H. Hockensmith, day operator at Mortimer, is taking a vacation and visiting relatives at Servia, Ind., on the Erie. He is relieved by a new extra man.

At Fostoria we now find Opr. Frank Beall, days, Opr. Ebbs having severed his connection with the company, and will practice law in the future. Extra Opr. McCabe is working nights for the present.

We regret to hear that Day Opr. Case, Green Springs Junction, failed to pass the examination on the Big Four on account of weak eyes, and was compelled to give up his position. Opr. Woolpert is working days now, and Opr. Hargrave, nights.

F. R. TERBRACK,

Sec'y., 69 Yonkers St., Cleveland, O.

Baltimore, Md., Div. No. 17.

I shall attempt to have our Division appear in the journal at least once every six months. We have a number of members who are in a position to write every issue if they took the time to do so. The question is asked almost daily what seems to be the trouble with No. 17? We fail to see any news from it. So you see the "nons" have their eyes upon us, and now as the summer's heat has departed and with the bracing air of

autumn comes the call to duty. Let us, therefore, resolve to do this with a will, doing something for the good of the Order. Consider yourself a committee of one and get after some worthy "non" member and keep everlastingly at him until you bring him safely in the Order. Our success is just what we make it, and to attain these good results we must be united in the true sense of the word.

The many friends of Bro. C. B. Gorsuch, one of the most popular train dispatchers at Camden Station, B. & O. R. R., will be glad to know that he was appointed Division Operator of the Pittsburg Division of the B. & O., with headquarters at Pittsburg, Pa., and the congratulations of the boys is extended.

We are also very glad to see our worthy President, Bro. F. C. Webb, back with us again after an absence of six months.

Over on the P. R. R. we find everything on the boom. Freight and passenger business was never better.

Mr. Thos. Smith, the popular station master at Union Station, has returned to duty after an absence of nearly nine months on account of sickness. Tom is a general favorite over the entire road, and highly respected and esteemed by all who have the pleasure of his acquaintance.

Bro. H. F. Watson, of Bridgeport, we are sorry to say, has again been compelled to go under medical treatment on account of his eyes. We hope for a speedy recovery.

Bro. Shearer, of Goldsboro, Pa., one of the most popular agents of the N. C. R., who met with an accident some time ago, we are glad to say is again on duty. J. E., don't go to any more sales.

Most all the boys are back from vacations, and extra list is quite large.

We have all read with pleasure the schedule secured on the Southern Pacific. This shows us what can be accomplished if we but do our part. It plainly shows us organized telegraphers usually get what they want when they go after it.

We have been requested to send an organizer over the road. This would no doubt be a good idea, but as they seem busily engaged in other fields I would suggest that you send your application blanks to Bro. C. H. Berry, 237 South Stricker street, Baltimore, Md., who will be glad to receive and give any instructions you may desire. Write him. You need the benefits and the Order needs your membership.

Be on hand next meeting. Several important matters to be discussed that you should hear. I would also like to see Div. 17 hold a ball or have an open meeting and smoker. Have all our friends come and spend the evening with us.

"BN."

Baltimore & Ohio R. R.*Philadelphia Division:—*

For the past few months I have noticed no correspondence pertaining to the doings of the boys on this Division, which is missed very much.

I take liberty in addressing a few scribblings which I trust will awaken a few "nons," regular readers of the journal and who are converted to the policy of the O. R. T., but asked to be excused for the present because they cannot spare the coin or long green, but will come forward in the near future with application blanks, etc.

This is a poor excuse, as all, even the extra men, are making full time; in fact, some are making more than full time. I hope to see every lightning slinger on this Division members of the Order to which we owe so much.

We must expect to do unto others as we wish to be done by, which is not a stage joke by a large majority.

I understand Bro. Watson, who has been on a six months' leave of absence, will be heard at his old home, "DI," soon. Glad to hear that old fist again.

Bro Hollingsworth has resigned and is keeping a store down in Maryland. The boys all wish you success, Holly, in your new venture.

Doc. Center is doing first, Eddie Rowe second, and Buck Essinger third trick in "DI," while Mr. H. K. H. Chief is hunting trouble over the Division in the way of the supply of cars, etc. They are warm children.

Some time ago three brother brass punchers went chestnut hunting on their bikes and got lost, taking the wrong road homeward bound, and they didn't get any soup, cider or milk, either, not counting the handful of chestnuts. I want to see all the boys smoke up and do justice, which will be appreciated.

Don't let your motto be, "Every man for himself and the devil for us all," but work together for each others benefit. Trusting I see regular correspondence from this vicinity in the journal in future, I am, yours, in S. O. and D.

CERT. 316, Div. 58.

Other B. & O. Notes:—

Operator P. F. Driscoll has been transferred from Glenwood to Pittsburg nights, Bro. F. B. Lockhart taking a day trick in that office, and Bro. Seifert going to Glenwood.

Bro. M. Dwyer, of "D" office, Connellsville, is off for a few days on account of the serious illness of his father.

Bro. D. W. Strickenberg, agent at Smithton, Pa., has bought a typewriter, and is under contract to furnish one of the leading Eastern magazines with a series of short stories.

It is reported that an ex-member of the Order, who, since his withdrawal, or, rather, suspension on account of non-payment of dues, has found nothing too mean to say of it, and who has employed his idle time teaching students, is talking of re-entering. We will try and be there on that night, and show the audience the color of our ballot before depositing it. It will be black.

On account of Bro. W. J. Armour going to Marion Junction, Miss Myers has been placed in charge of the night office at Shaner, Pa.

Bro. Landymore is again at work at Port Perry, after a few days' rest.

Bro. G. H. Dryden is making arrangements to attend the Dewey celebration in New York. George is something of an astronomer, and by consulting the stars claims to have discovered a remote connection between the Dewey and Dryden families. He expects to lead the procession on the strength of this, coupled with the fact that both names begin with a "D."

Bro. H. Toms is sojourning somewhere beyond the Mississippi, in search of health and riches. We hope he will secure the one, and our knowledge of his proficiency at poker causes us to feel confident of his getting the other. He will scoop in their personal effects in such a gentlemanly manner that they will more than likely feel indebted to him for his condescending to play with them. Bro. Toms has always maintained that success at poker depends on nimble fingers quite as much as having a "pat" hand, and he is invariably a winner by one or the other means.

One night recently, as the fast freight was passing Wyland at a 65-mile clip, Bro. C. J. Shaffer appeared at the doorway of an empty stock car, and, fastening a rope ladder to the floor of the car, lit a toby and descended to the station platform. His arrival was made so quietly that few would have known of it had not a great and irresistible temptation been thrown in his way, causing him to lose his self-control and bringing out the entire population of the town. He had no sooner landed than his gaze fell on a large Atlantic City mosquito, working industriously on the nose of the night operator. That gentleman was stretched out on the table, the moonlight streaming over his placid features, and causing the form of the mosquito to stand out in bold relief, its long legs looking like the rigging for an oil well. Charlie hadn't spent six weeks in Arizona without learning a few things, and without a moment's hesitation he drew two large revolvers from his belt and let drive at the insect, which had traveled hundreds of miles to get a free lunch. This action, in addition to bringing out the inhabitants, sent the mosquito to the misty unknown, and caused the operator to turn over and say things. Bro. Shaffer, like Dewey, dislikes public receptions, but he couldn't escape this one. Of course, the people didn't have time to fix up much, some of them being clothed in what we shall term Filipino full-dress, while others had to depend altogether on what shadows they could find, but it was none the less hearty for these drawbacks. Bro. Shaffer says he had a fine time.

Taking effect October 1st the office of Division Operator is to be revived, and Mr. Goushey, of Baltimore, is to be the first occupant. The boys all speak well of him, as being a gentleman in every sense of the word.

Dispatcher E. C. Oliver, of the W. & P. Division, is taking his annual vacation. While the Knight Templars are not holding any convocation in Pittsburg this year, business is nevertheless

very heavy on the "pike," and Ed. has again shown himself to be a wise lad.

Ignorance can always be offered as an excuse for a laboring man who has never joined an organization, but even this doubtful consolation is denied the man who has been a member of a union, experienced its benefits, is acquainted with its aims, and still, in the face of it all, becomes a "back-slider." This condition is generally brought about by a desire to cultivate that chief characteristic of the jackass—contrariness. As such people usually have other traits possessed by that animal there is very often little to distinguish them, save their upright position. There are a few cases where "back-sliding" is caused by miserly instincts, but as this class ranks lower yet than the ass, our respect for the human race as a whole compels us to stop commenting.

EPHRAIM.

Southern Ry.

Washington Division:—

In looking over my copy of THE TELEGRAPHER for October, I find no one has taken enough interest to write up any news from this Division; there fore I will try my hand at it.

Bro. Kelley is working in "GO" office, Alexandria, at present, while Extra Opr. Minton holds down "MA," Alexandria, in his place.

Bro. L. A. Morris still at "MA," Alexandria, nights.

Relief Operator, Bro. Cowhig, is working in "Z," Alexandria, days.

We still find Bro. Veach at Edsalls.

Bro. F. H. Saffell still at Ditchley.

Two good brothers, Perry and Gaines, we find at Sideburn.

Bro. Nottingham seems to be satisfied with Fairfax, nights.

Bros. Adams and Ford at Clifton.

Bro. Wittenstein still holds down Blooms.

Bro. J. E. Hixson is working at Manassas, nights, while regular operator, G. R. Hixson, is copying for dispatcher at night.

Bro. Robinson still rings up at Briston.

Opr. Modena has Cattlets, days, with Extra Opr. Hornbaker, nights, since Bro. Lawler left.

Same old force, Bros. J. Lawler, days, and Adams, nights, at Calverton.

Bro. Prince is working in "RF," Washington, for a while, being relieved at Midland by night man, Bro. Chambers, Opr. Lynch doing the owl trick.

Bro. Beale still resides at Bealeton, nights.

We are glad to hear that Bro. Anderson is improving. Hope to see him out soon.

Bro. Sossen still at Elkwood, nights, with Bro. Humphries at Brandy, nights.

Bro. Rogers at Inlet, nights.

Bros. W. G. Morris and C. O. Saffell still hold down Culpeper.

At Winston we find Bros. Shelton and Nolan. Bro. Nolan has just returned from "CD" office,

Charlottesville, days, where he made the boys on the line "hop up." He will make a "crackerjack" dispatcher soon.

We still find Bros. J. P. Mahoney, J. Mahoney and Lewis at Mitchell's.

Bros. Peyton, days, and Burke, nights, at Rapidan.

At Spottswood we find Bros. Rector, days, and Locker, nights.

At Orange Bros. Stockdon, days, and Gettig, nights.

At Proffett Bros. Lewis, days, and Leake, nights.

Opr. Burgess, from Montreal, nights, is copying for dispatcher in days for a while.

Bro. Spangler still at North Garden.

Bro. Sprouse at Covesville.

Bro. Thornton at Rockfish.

Bro. Melton at Fabers.

Bro. Spitzler at Montreal, nights.

Bro. Miller at Tye River.

Bro. Barbee at Amherst, nights.

At Monroe we find Bros. Rector, Saffell and Foltz.

I learn that there will be a night and day office put at Manassas coal bin soon, and two more men put in dispatcher's office at Charlottesville. This is good news for the O. R. T. boys, who want these jobs.

Now, hoping some good brother will take pity on me and write a better piece next time, I remain with best wishes.

Yours in S. O. and D.,

"SWELLHEAD."

Columbia Division:—

Well, boys, we must not allow our end to go under. Let us, one and all, direct our interest in the direction that will lead us to prosperity.

I enjoy hearing from the old Columbia Division, as it makes me feel we are still alive and wide awake O. R. T. boys.

Business is very heavy now, as the cotton season stands at its best, and I notice a great many of our boys are pounding the key at a very late hour, signing for "31s." This is very discouraging to know we work night and day without overtime for lack of one thing, and that is a strong brotherly organization.

The last few weeks has added new members to our list. It is gratifying to know this. I feel that we are nearing our harvest day speedily.

We have had several transfers on our line since our last issue.

Bro. Carter, from Chester, days, has been transferred to operator in dispatcher's office, Columbia. We extend our congratulations to "HO" and wish him success in his new move. Bro. Carter is a good man and we know he will carry out his part. Bro. Culp, of the freight office, succeeded him. Bro. Cullum, days, from Batesburg, succeeded Culp, nights.

Bro. Steele still pounds brass at Rock Hill, days. "WO" says he doesn't mind having chinkiepin eyes, just so he holds his own.

Bro. Roper pounds the night brass and still speaks well of his O. R. T. brothers.

Bro. Segon still signs for time (Washington time, as the boys generally call it), at Fort Mill. That's just the correct thing, "D," hold your own and stand up for your Order.

Bro. "N" still bills his Pinner's Porit domestics for 74.

At Blockstock we meet Bro. Ward, as accommodating as ever and still holds on to "W." Bro. "W" is a clever old boy, and thinks our organizing will bring us an abundance of fruit.

Down to White Oak we call in and find Bro. Clark, still billing cotton and answering the signal "31."

Our next stop is Winnsboro. Days, we find Bro. Skinner; nights, Bro. Derrick, who recently relieved Bro. Rion, who has been transferred to the "SC" Junction, Columbia. That's right, Jim, we love to see you climbing, and don't think because you are small that you can't telegraph. We know that you can, from past experience.

Now we find Bro. Whitlock at Rockton, still hanging on to his billing crushed stone to Charleston. He thinks they will soon gather all the stone from his territory and he will be relieved of his asking for 18-inch gondolas.

Ridgeway we find Bro. Derrick pounding. We love to hear old "WA," as his familiar moves teaches us "'tis good to be here."

Blythwood, Bro. Ward holds his own, getting off after "34" passes. Bro. "W" still stands ready to aid us in any way possible.

Bro. Dozier, at Trenton, still clings to old "X," and claims the girls won't allow a leave of absence, even long enough to take his two weeks. That's the way, "D," you will soon find your one; then you will not be troubled any more.

Bro. Schumpert still holds Pancluse down and says he bills domestics to every town in the United States. Hold your own, "SC," you know your night hours are not so many.

Well, I will cut out and trust to hear from others next time.

Yours in S. O. and D.,

PLATE ONE.

Cumberland, Div. No. 162.

Notice—To members of Cumberland Division No. 162: Bro. R. Cornwell has been elected to fill my unexpired term as local Secretary and Treasurer. Remit all dues and send all communications to Bro. Cornwell at Patterson's Depot, W. Va. Yours in S. O. and D.

C. S. HOUSER,

Retiring Local Secretary and Treasurer.

Erie Ry.

Meadville Division, East:—

Bro. L. G. Sands, of "WC" Tower, took a few days off. Bro. W. L. Jobs filled his place. Also Bro. F. Sands, of Watts' Flats, was absent, and Bro. Brockway filled his place.

That noted "Ham" shop at Ashville, that has been in full blast for the past fifteen years, is closed. He has been run out, and let us be thankful we have a good man there at the table. Now, brothers, there are only a few "nons" here now. Let's get them with that joint closed and we surely will win the day.

KINNEY—QUIRK.

At St. Peter and Paul's Church Father Coyle united in marriage Miss Mary Anna Quirk, of Jamestown, N. Y., and Bro. Martin Francis Kinney, of Watts' Flats, N. Y. The bride was attended by her sister, Miss Katherine Quirk. The groom was attended by Bro. Frank Matson, of Sorgertown, Pa. Mr. and Mrs. Kinney departed amid a shower of rice for a short Eastern trip to enjoy their honeymoon. Bro. Kinney has always been a very enthusiastic worker in the O. R. T., and his many friends wish success to the happy couple through life's journey.

KNIGHT—DONELON.

At St. Peter and Paul's Church Father Coyle united in marriage Miss Margaret Donelon and Mr. Robert Knight, both of Falconer Junction, N. Y. William Knight, of Meadville, Pa., acted as best man, and Miss Nellie Donelon acted as bridesmaid. The happy couple left for Buffalo, and other Eastern points to spend their honeymoon. Bro. R. Knight is one of our staunch members of Division 42, and his many friends wish them success through life's journey.

Bro. Brockway is holding down Lakewood, nights, during regular night operator's absence.

Bro. Johnson, of "S" Tower, was away two days hunting. We "13" he had good luck, but did not see the game he claims he bagged. Bro. Brockway filled his place also.

Bro. W. L. Jobs claims the best hunt of the season. He reports eight squirrels, but we only saw one red one. How is that, "XN?"

Bro. L. E. Dewitt took a day shooting quail. Only burnt the powder is all he got, but Bro. D. says he got two birds and one squirrel. Bro. D. filled Bro. D.'s place at "JN" that day.

Now, brothers, as the good hunting season is on, let's all take our gun and aim it at those "nons," and not give up until we have them safe in the fold of old Division 42. Then we will be in shape to get bigger game than we now bag when the pay car comes around. There is no reason why we can't get it if we get ourselves in proper condition and it all remains with the brothers to do their part. You know the situation of matters at present and there is no excuse for us to remain in this way. Let each and every member of "HF" Division East get just one application and when January 1 arrives we will be all O. K.

Hope someone will help in writing up something next month for our Division, as I am unable to get all the local news. I trust Bro. Matson will give me something of what is going on west of Corry. I will close.

Yours in S. O. and D.,

CERT. 39.

Cincinnati Division, East and West:—

Opr. Kennedy gets Tallmadge, nights, regular.

Bro. J. C. Ryan, from Pavonia to Hills, regular.

Bro. W. F. Robison, of Newportage, made a trip over the B. & O. system, using the pass he got from them as a present for preventing a wreck.

Opr. Cassidy, night man, works days, and Bro. Post, nights.

Opr. Roney working Sherman, nights.

Wadsworth has three men days, Bro. G. G. Geisenger, agent, Bro. J. B. Hilliard, clerk, and Bro. Tom Shea, operator. The latter one is especially tickled, like all newly-married men are, over a day job.

Cupid made a flying trip through Wadsworth and Rittman on his automobile last month, and captured three brothers as victims—Tom Shea, Frank Jordan and E. H. Guthridge. Who is next?

Geo. Ilger worked for Bro. E. H. Guthridge at Rittman during his honeymoon trip, Bro. Andrews working Ilger's job at Silver Creek, nights.

Opr. Ewing got Nankin, nights, regular.

"Reddy" Welch ("non" member) got Ashland, nights, regular. M. B. Deshong discharged as night man there.

E. G. Andrews, W. A. Russell, R. S. Spear lately initiated members.

Bro. J. E. Cyphers, agent at Martel, is taking a month's vacation, Bro. Geisinger, of Wadsworth, relieving him.

There is a vacancy at North Lewisburg, nights, which we understand is to be filled by Chas. White, from West Salem. Extra Operator Lary, of Broadway, is there at present.

Night Operator Curl, of North Lewisburg, has accepted the agency at Pottersburg.

Agent Welch, of Green Camp, took a week off and was relieved by Extra Agent Bro. Geisinger.

Operator Stokes, from Slicks, nights, transferred to Pavonia, nights.

Bro. West, Marion Junction, took a week's vacation, relieved by Extra Operator Lewis. They say John can trip the "light fantastic" to a "T." How is it "JS?"

The new office, two miles west of Galion, called "BX Tower," opened Oct. 8th with two extra men in charge, the vacancy not being advertised yet.

Bro. Robbins is all smiles, caused by the arrival of an O. R. T. girl. "R" says Slick is not a large enough place now.

All operators should note the fact that operators working as copiers in dispatcher's office, will not be discriminated against because they join the Order; this from the highest authority, and no operator need fear any discrimination when entering the copier's chair, or need the present ones.

Some non-members, who have lately lost their positions, are now quite anxious to join the Order. Remember, the O. R. T. is not a hospital.

Glad to learn the Brothers on division East of Salamanca are sending names in by the barrel—twenty new names in and that many more coming soon. This is what just one or two members are doing over there.

Every operator should read Bro. G. C. Read's article on "Grand Trunk Railway, Past, Present

and Future," page 864, of October TELEGRAPHER, and quit your "croaking" and go to work.

A very profitable social meeting of members on Cincinnati Division, East, was held at Wadsworth, Oct. 26th. Fifteen members present. It is the intention to hold these meetings at regular intervals on the various divisions. All members should come and maybe your distorted mind may realize something besides the fact that you are the "only one" living that should be helped.

Delaware Division:—

Bro. J. E. Sheehan is working at "JG." We have not learned whether he is permanently located there. "C" has worked at "XR" nearly four years. He is a good fellow and deserves a promotion.

Bro. M. J. Stratton, of "HX," and Bro. Calkins, of "RJ," were contemplating attending a meeting on the Susquehanna Division for the object of organizing the operators in the O. R. T. on that division, but the chief dispatcher and trainmaster on "NP" Division got wind of it and notified chief dispatcher on Delaware Division, so E. E. T. blocked them off. Never mind, boys, we will have things as we want them, yet. We understand they had the meeting, and as a result got twenty-three members. Let the good work go on.

C. A. B., of "PO," and Bro. Joe Coughlin, of "BQ," have been on the "NS" Division learning a new Bell system, which goes into effect Nov. 1st. Joe, why don't you kick for a raise same as operators at "GF" and "RJ"?

Bro. Berton Boice and family, of "WF," have been visiting their parents near "XR," and "NS," nearly a week. "B" wants to get a tower near "US" or "DE" as soon as there is a vacancy.

Bro. M. Cavanaugh, of "OR," attended the Firemen's parade at Middleton to-day, Oct. 12th.

We are glad to learn that Bro. E. P. Ward, of Deposit, has joined the Order. Let others follow the good example.

Bro. E. F. Lawrence, of "XR," is still taking an overland route to and from the tower nights and morning. "AN" must be good stuff if he keeps that up long.

Let some other brother write items next time—it will be more interesting.

Grand Trunk Railway.*Northern Division:—*

Our Division has been represented of late by a few of our members, but I fear not sufficiently. Many of us, I am sure, would wish to see more from our district. It has a great tendency toward encouraging our boys, and it should not be neglected.

The proposition has been made more than once that we should have a divisional correspondent, and each, or any brother having items of interest or any ideas which he thinks would be of benefit to our Order, should send same to said correspondent, who would consolidate the articles preparatory to sending "in." Let it be taken up, and

I feel satisfied it would be an unspeakable benefit to our members.

The time is drawing near now, when our present schedule will expire, and it behooves each brother to assist with all the energy with which nature has endowed him in maintaining what we have and securing more, and there is only one way to do that. We all know what that is, simply pay your dues and stand by your principles to a man. As I have said on a previous occasion, "United we stand, divided we fall," and we must not fall, nor yet fail. These words must be excluded from our vocabulary.

There remain many things to be righted and they will never be adjusted if we are unable to present a solid front, or if some of the members stand by in a perfectly dormant state and find fault with those men to whom we undoubtedly owe our present standing. I say, brothers, it is a very regrettable state of things, but I have good reason to believe that this is true.

Men are grumbling because things are not just coming their way, who, in fact, have not paid any assessments, which were made in time of need, and who to-day have not their dues paid. These are the worst kickers we have. They want to know a great many things, and would like to have a programme to suit their fastidious tastes.

They require a statement of expenditures before they will do anything, when, in all probability, not a cent of their capital was invested.

They have been requested time and again to give date of the length of their service with this company, but do not think it worth their while, overlooking, perhaps, the fact that the seniority list awaits their good pleasure. But the list will go in without them, and, when they are left out in the cold, these brothers need attach no blame to worthy Bro. Read, but to their own indifference.

Now, a word to the agents who keep students, fitting men to step into their shoes when opportunity offers.

Brothers, do you think of what you are doing? Do you not feel you are taking an unfair advantage of our staunch brothers who decline to teach a man to take your place, perhaps, but yet you are fitting one for his? Do you not realize that if you refrain from teaching you are paving the road for the uplifting of our organization, rendering your own position, in a few years, much more profitable? Even in one short year we begin to notice an improvement. Our Superintendent is at present short of operators, owing, of course, to O. R. T., and if we continue true to ourselves our position in three years will be a coveted one.

If you have any now send them home, or if that would seem unjust, do not take any more.

CERT. 181.

O. & L. C. Division:—

The first meeting of the O. & L. C. operators had a very small attendance, owing to the time and place being quite inconvenient for many. Those who were present thought that some of

the boys were neglecting their duty by not coming. I have seen quite a few of them since, and have learned that it was impossible for them to get away. They all wanted to come.

We will try to arrange the next meeting at a place more convenient to all, and hope to see more present.

All the boys who I have seen since the meeting are pleased with our choice of officers, and recognize them as the best men we could have found for the offices they are to fulfill. We will, of course, see them at our next meeting.

There has been a great deal of disappointment along the line, owing to some misunderstanding between Bro. Fortier and the operators the first time he was over the road. Some have expected too much in too short a time. Bro. Fortier has been very busy on the Rutland, C. V., D. & H., and other roads, and perhaps has not given us as much attention as he could have done had he been working but one road. I believe he is now working the N. Y. C. We need them all, so let him work, and have patience.

Most of us are in receipt of our cards by this time. Those who are not will do Bro. Fortier a favor by dropping him a line in regard to the matter.

We are sorry to see a few "nons" left yet, but a very few, and also there are a few who are not paid up yet. What are you hanging back for? Don't be a black sheep, and, above all, don't be afraid. Our conductors, brakemen, engineers and firemen are thoroughly organized, and why not the operators?

Read the schedule of the So. Pac. in the October issue of THE TELEGRAPHER, and if you are not convinced that the O. R. T. is what you want we will have to think you a little hard.

Yours in S. O. & D.,

WX.

Ninth and Twelfth Districts:—

What is the trouble, boys, on our districts? Have been waiting in vain for someone to cut in and let the brothers on the other districts know we are living. Am glad that some brothers on the Thirteenth, Fourteenth and Seventeenth Districts have started contributing to THE TELEGRAPHER. It shows that we were not all dead, but only "sleeping." Keep right on, brothers, with your good work.

It is not only possible, but, alas! too true, that a great many of the members on the Ninth and Twelfth Districts have not paid their dues and assessments yet. More especially is it so on the Twelfth. Now, brothers, what are you waiting for? Do you not recognize the good our noble Order has done you? What were you this time last year, and before we secured our schedule? My brothers, have you forgotten the time you used to get up those cold winter mornings to meet the early train, and then when you had only been at rest for four or five hours, having had to stay up the night before waiting for the "express"? 'Tis true many of us have to do this yet, or will

have to when the cold winter blast is blowing and the thermometer away below "Freezo," but how much better it will be when we know we are getting a slight recompense for overtime. Now, I say, what has secured you shorter hours and being paid for overtime? Come, brothers, be manly, don't become the drone bee, figuratively speaking. There are none of us who have not received an advance in wages of from \$5 to \$15 and \$20 per month since the schedule came in force, and surely we can spare the small amount asked for in dues or assessment.

I say again, brothers, wake up. Don't you see you are standing in your own light? Come, let us all put our shoulders to the wheel and make the coming year be the best we ever knew.

Now, I will try and let you know what some of the boys on the Twelfth are doing and where they are.

Starting at Callander we have Bro. Thompson, who signs the balance sheet, and Mr. Ritchie doing the owl trick, who, if he is not an O. R. T. man, ought to be.

Bro. Caldwell, at Powassen, looks proud and happy, for the station, "Doncher know," has been recently painted.

Next we have Bro. Barlow, at Trout Creek, who appears to be contented among the Dutch gals.

Bro. McMillan, at South River, has resumed duty again, with Bro. Martini, nights.

At Sundridge, Bro. Lyall never fails to say O. K. Hy.

Bro. Hall, at Burks Falls, has a long walk up town. Why don't you get the trolley, "H"? Mr. Percival doing night work there.

At Emsdale there is good trout fishing, but Bro. Brooks don't like hshing.

Bro. Robinson is at present filling Bro. McBretney's place at Novar.

At Huntsville we have two "nons," Mr. Durnford as agent, and Mr. Simpson, assistant.

At Uttersen we see Bro. Tom McKechnie, who is too utterly utter since his station was fixed up.

Bro. Cochrane, at "BN," is always talking about cars of leather. Bro. Scott has charge there after 7 p. m., in all sorts of weather.

Bro. Stubbs, at Gravenhurst, is somewhat tenuous, as he is hard to break when he "owns the wire." That is right, "WS."

Bro. Hipwell keeps the lamp trimmed and burning all night, while at the "wharf" we have Bro. Brownridge, who, though married, cannot help looking at the pretty American girls.

Bro. Parks, at Seven Bridge, has been transferred to Keene agency, and Relieving Agent Bro. Jack Smith answers when "X" is called.

Bro. Fleming, at Longford, will be lost now that navigation is about closed. What's the matter with a tie pass, "Tom," the walking is fair to middling.

At Atherley Junction we find Bro. Buxton, days, while Bro. Christie holds the fort at night.

Mr. White, of Midland Elevator fame, is, we hear, relieving Agent Roper at Orillia, owing to Mr. Roper's illness.

At Orillia also we may see Bro. "Bob" Guthrie on the move during the day, and Bro. Willoughby attending to night trains.

Mr. Bowles, until recently an operator on the O. A. & P. S., is at Hawkestone, and Bro. "Bob" Cowan, who we welcome back to our midst, as "owl."

At Barrie, Mr. Morley, formerly of Callander, is relieving Bro. "Bob" Thorn, who is away through illness. We are all glad to know that he is so far recovered that he will soon be on duty again. Mr. Hodgins is taking Mr. Morley's place nights.

Bro. Piggott is at present third trick dispatcher at Allandale, on account of Chief Healy being out on an instruction tour. "Billy" is a good fellow, and we are pleased to see him promoted.

Bro. Joe McLean slings lightning in "GO" office and is hard to beat, though he talks "sass" sometimes.

The new rules (Standard) come into effect October 1 on this system, and we will be then thoroughly up to date.

Will someone on the Ninth District help me out, as I am not very well posted in news of that pike, but will try and get the "whole thing" for next time.

Now that I have started with a few items of news from the Twelfth, will not some brother of a more literary turn of mind take it up? "For when you see a good thing push it along."

As it is now going on to 7 o'clock, I must get things in ship shape for the agent, who is sometimes a kind of a cranky "boss" and must have everything so so. Good morning all. I'll call again. Yours in S. O. and D., RASTUS.

First District:—

One does not see anything in our bright magazine from this Division, but we on this district are going to turn over a new leaf and try to make ourselves known for a time, at least.

The saw strikes many a knot, but we keep right on sawing just the same, and look forward to the time, soon coming, when our woodpile will be finished and every operator on this Division who is worthy will be one of us.

We have some nice boys here who would find it to their advantage to become members of the Order, for it has been proven that the management of corporations in general know that an employee, if he is not smart enough to look after his own interests, will be very unlikely to see closely to those of his employer.

Business on this Division is better than last year at this time; the standard rules have become a settled fact, and we are now ready for the winter rush.

There are hopes of a continuance of this winter's amount of business the year through, and a consequent greatly increased prosperity on this end of the road.

There are changes going on constantly among us, and in a future squib, if this one escapes the waste basket, I will try to give a few names and locations.

Just a word to our brothers on this Division and I close.

Boys, have good courage and keep your hold on the Order. It will be but a very few years until the reliable O. R. T. man will be sought for an operator, and the "hams" will be graded and paid as such are in other trades and professions, for what they are worth.

When all the principal railway systems adopt the schedules, which are being presented and adopted every day, they will readily recognize the fact that the O. R. T. men are what they want and not anything that may happen along and ask for a job, or an inexperienced student.

OLD SOL.

Twenty-second, Twenty-third and Twenty-fourth Districts:—

Notwithstanding the somewhat ironical remarks of Bro. "Ouida" in last issue, we are not annihilated. We make no claim to scholastic attainments, nor special natural ability. We are not entitled to write "B. A." after our name, but when it comes to upholding the claims of our Order, we yield to no one—we are in it to stay, and, occasionally (with the editor's permission) our members will hear from us.

Since our last report two meetings have been held on these districts, one at Guelph, August 20, and one at Palmerston, September 24. Considerable effort had to be made by our members in order to attend these meetings, but they are in earnest, otherwise a return drive of 80 to 110 miles would have been a deterrent.

The meetings were enthusiastic, especially the latter one, and good work was done. It is especially gratifying to be able to state that each meeting reports additions to our ranks. Will soon be solid. Our friends are being more and more convinced of the benefits the Order has been the means of conferring on all, and with few exceptions, have fallen into line.

Arrangements have been made for holding a meeting at Palmerston on the fourth Sunday of each month, and we expect that these meetings will be the means of keeping our members more in touch with each other, and with the working of the Order generally, and result in good. We would like to see the other districts following our lead in the matter of regular meetings. We have proven their usefulness, and know whereof we speak when we say that it is one of the best means for the upbuilding of the Order. We would also be pleased to see an experienced organizer in the field to gather in the few "nons" and "exs." Our ambition is to be solid, and we are going "to get there."

Well, we are at last working under the Standard rules. For the first day or two some of the boys were occasionally at sea, before getting the orders "complete," but soon all will be smooth sailing, and we will wonder why we clung to the old rules so long. Let it be our aim to conquer the new ones, and win the approval of our employers by loyally carrying them out.

We are sorry to lose Dispatcher Neil, who has been obliged to take lighter work, on account of

failing health. We have not learned who is to be his successor, but guarantee him hearty co-operation if he follows on the lines laid down by "N."

As our friends have not posted us, personal mention will be limited.

Bro. McEwing has been relieving at "RQ," "QE," and "HE." "Mc" is a hustler, and, judging from appearances, he is also a favorite with school ma'ams.

Bro. Stokes, of "SY," who has also been relieving at "MY," "NC," and other points, is back at the old post again.

Bro. "G," of "X," is still "aitin," while Bro. "G," of "HN," keeps the umbrella carefully covered on wet days.

Bro. Ham has been promoted from "HS" to "Wd." Bro. Mitchell from "FA" to "HS," and Mr. Smith from "NH" to "FA."

Well, the "O. K." has been given and acknowledged, so I am held from going farther at present, but will try to get the "complete" next time.

CERT. 436.

As our notes for October TELEGRAPHER were a little behind time, and may appear in November issue, we will simply mention that our monthly meeting at Palmerston, on October 22, was a decided success. One candidate was initiated, and but for unfavorable weather there would have been others. How many districts can boast of initiation at every meeting? This is what we are having, and from present indications we will soon have to give up the business for want of material to work on. Will soon have them all in the fold.

What are our brothers on other districts doing? Let us hear from you. Try the regular monthly meeting. You will find it one of the best means of keeping up an interest in our Order, and an incentive to work.

Without further remarks of our own, we append an article on "Students and Student Teaching," which a worthy brother, signing himself "Derroch," has sent us, and which we feel sure will voice the sentiments of a large majority of our membership.

CERT. 436.

There are too many students on this road, and I wish to open up the hackneyed subject once more.

Employers of labor everywhere claim that rates of pay should be regulated by the law of supply and demand, and where they can they put the law into force. It is not the intention here to meet this argument. It has been successfully controverted time and again, though, if permitted, I may write of it later. Granting it to be a truth, are not operators careless of their own interests when they undertake to admit men into competition with themselves?

Keep the supply of telegraphers low by declining to teach, and we furnish an argument from the employers' point of view why there should be a general increase.

Some of the older men will say, "The student will not compete with me." Will he compete with your sons? This attitude is, however, selfish, and the ideal way is to look to the interests of every operator, and it is for such brotherhood that the O. R. T. works.

The student usually does work that the company should pay a man for doing, and his teacher having less to do stops agitating for assistance, thus doing an injustice to the man who has too much work, but will not teach. Do you know the student who, imagining himself an embryo Superintendent, practices for the position by inquiring every ten minutes for (say) No. 10, and makes life a burden to the busy operator with his consistent and persistent "DN?" There's more than one of him.

We have nothing against the student, personally, but we do object to his position in relation to ourselves. He may be a menace to the future of organized telegraph labor, and every operator may well consider thoroughly whether he will aid or retard the coming of the day when labor shall stand as the companion, not the servant, of capital.

"Awake, awake, the stars are pale, the East is russet gray;
They fade, behold the phantoms fade, that kept the gates of day."
"DANOC."

Tenth District:—

It was with great pleasure I read the very able article written by our General Secretary. Certainly the paths of our General Committee have not been strewn in the most pleasant places. I am sure the great majority of the telegraphers on the G. T. R. will back me when I say our committee did well for us, and, remember, before any one of us condemn their actions, let us place ourselves in the same position, and ask ourselves what we should have done if in the same box? Why, nine out of ten of us, at the first glance of that high and mighty conglomeration of officialdom, would have run home as fast as free passes could carry us.

Let those who claim they did not receive any benefit read the first sentence in the first editorial, October number. It says something about selfishness.

Space is precious these growing times. I must be brief. Think of what we have to fight. Then ask yourself if you can do it alone. If you think you can, throw up the O. R. T., provided you take no interest in a brother, who thinks he is hardly a match single-handed and alone for the G. T. management. But if you conclude that your single influence does not count for very much, then, I say, push the O. R. T. Pay your dues, support our officers through good and evil report. Back them in their mistakes. They are not angels, just enthusiastic workers for your good and mine, quite liable to sometimes do the wrong thing, but men who have shown themselves quite capable of holding their own.

Now, at this trying time, after a year's experience of the benefits of organization, let us get

at it harder than ever, determined that the objectionable points in the present agreement shall be wiped out, and that in every respect we shall be treated as well as our brother with the C. P. R.

Let us send a committee to Montreal, well backed in every way, not only by our good will, but by our good money as well. I will close by earnestly wishing for the hearty co-operation of every telegrapher in obtaining for ourselves a large-sized slice of the "increasing prosperity" mentioned in a recent circular as being particularly wanted by a corporation known as the G. T. Ry. System. Yours in S. O. & D.,

CERT. 44.

Buffalo, Div. No. 8.

I guess it is up to me to appoint myself Division Correspondent. It is a position that is a little too heavy for me to fill, but I will do the best I can.

We have three applications for next meeting and hope to double that number at the November meeting. If D. P. D. would take a trip over the L. S. and M. S. he would find where some of the students are coming from.

Operator J. C. Tate, of the B. C. R. R., is off on his vacation. Jim, why not give us your application and be with us again? Business is good on all roads in this vicinity at present. No operators floating around here now. Two years ago they were coming in bunches, but very few O. R. T. men among them. O. R. T.'s do not belong to the "floaters."

Yours in S. O. and D.,

CERT. 28.

Pittsburg Div., No. 52.

A rousing meeting of Division No. 52 was held October 21st, and I will try and give the absent brothers a little idea of the business that was transacted, and the news in this vicinity.

Bro. J. H. Dacres, of the Grand Division, made a request that he be transferred to this Division, and upon ballot being taken he was elected to become a member by transfer card. The Secretary read twenty-six applications for membership. This shows the good work that is being done in this locality, and ought to be encouraging to the boys to extend a helping hand whenever occasion arises to do so, and see if they cannot help to gather in the "nons" that are around them.

The Division authorized the Secretary to communicate with President McKinley, asking that he give the application of F. P. Sargent, of the B. of L. F., for appointment to the office of Interstate Commerce Commission, a favorable recommendation.

Resignation of Bro. C. H. Sourwine, as First Local Vice President, was read and accepted. Also that of Bro. Schofield, as Marshal, which was accepted. An election was then held under a dispensation, given by President Powell, for First Local Vice President and Marshal, which

resulted in the election of Bro. Schofield as First Local Vice President, and Bro. W. L. Grubbs as Marshal for the remainder of the year.

Bro. B. F. McManus, who has been on the sick list, was reported as improving, and expected to resume his duties about the last of October. Bro. Deshong, of Pinkerton, was reported as still being under the physician's care. Bro. C. H. McNutt, of Taylorstown, had the misfortune to be poisoned in some unknown way, and the result is he has been compelled to lay off for a couple of weeks. We sympathize with you, Charlie.

The Secretary was instructed to draw up a resolution, and send to the committee of the Southern Pacific Railroad, congratulating them upon the magnificent work done by them in securing their late schedule, and with hopes for future prosperity.

Bro. C. H. Harris, of Munhall, was present and presented the Division with a box of "tobies," which occasioned the announcement that some three weeks ago he had entered the ranks of the benedicts, and congratulations for his and "her" future welfare were showered upon him. He neglected to tell your correspondent the fair one's name, and so we can't advise you, but we understand the lady hails from around the mountain city of Altoona, Pa.

It is certainly gratifying to see the many new faces at our Division meetings, and we hope to see it continue. A great many old members who have neglected us for a long time past were present, and many new members also. Keep it up and show the boys who can come and won't that we are alive, and that they are missing something.

Bro. R. G. Glenn, of Salina, Colo., a few days ago remitted our Treasurer, Bro. Hare, the sum of \$9, with which to pay his dues for the year 1900. This is the way "Bob" does it every year, and, of course, is never in arrears, and always has his card the moment they are first issued at the General Offices. We hope some of the boys will take due note of his confidence in the Order and do likewise. It is just as easy, and you never miss it, and often it comes in handy to be in good standing when you are out on the road. Try it some time, and Bro. Hare will take good care that you are recorded in full on the roll of honor that he has started for such remitters.

"JIMSEY."

M., K. & T. System, Div. No. 22.

S. A. Naffsiger, agent and operator West Line, Mo., is off on a vacation, October 20th to November 3rd. During his absence "NE" is manned by Mr. Crosley, from the Wabash Railway.

Bro. L. W. Mosher, agent at Holden, Mo., returned October 1st to his post of duty, after a pleasant vacation of 30 days, and Bro. Smith returned to his regular beat on the St. Louis Division.

Bro. J. P. Klotz, agent Parker, and his brother, H. F., agent Beagle, Kas., are visiting relatives in Illinois.

Mr. Bryan is working at Beagle during Bro. Klotz visit East, with Mr. Nelson at Parker.

The night office at Centreville has been closed, and J. W. Buzbee finds himself the "whole thing."

A night man has been put in at Kincaid, but how long it will last is a question.

E. B. Peery, of Muskogee, is now working a trick in "GO," Parsons.

Bro. F. S. Whitsett is now installed as regular man at Adair, Bro. W. L. Black resigning.

We have new men at Oswego and Chetopa.

Leliaetta has been closed for the present.

Chas. F. Debus has been down with malaria for some time, but we hope he will be able to work ere this leaves the press.

Bro. M. M. Lott is now working for the Postal Telegraph Co. at Taylor, Texas.

Bro. Foreman, of Mineola, was off a few days, attending court the first of the month.

Bro. M. C. Harper, of Belcher, attended court several days last month. He was relieved by H. C. Sewell.

Bro. J. W. Scott, of Gainesville, having been promoted, was relieved by Bro. H. E. Parshall. Glad to see "N" back at his old stand.

Bro. R. S. Hermany goes to LaGrange as cashier at freight office; Bro. S. T. Best at Fayetteville.

Bro. H. E. Biggs has resigned his place at Sealy, and is relieved by Bro. Baker. Bro. W. C. White goes to Katy.

Bro. H. M. Vermillion, at West Point, is laying off, being relieved by Mr. Wilson. Some talk of Bro. V.'s leaving the bachelors' ranks while away. Good luck to you.

Operators have been scarce this fall, and we understand they are still short-handed.

Bro. H. A. Tait is now working at Smithville.
CERT. 20.

NOTICE, ALL OPERATORS M., K. & T.

THE ORDER OF RAILROAD TELEGRAPHERS.

Office of Local Secretary-Treasurer.

SELMA, KAS., November 1st, 1899.

CIRCULAR G. C. 100: Effective this date—A. C. Eidson is appointed General Chairman of M., K. & T. System Division No. 22, with headquarters at Huntsdale, Mo., vice F. S. Wernor, resigned.

L. D. McCoy, L. S. & T.

Approved: W. V. POWELL, President.

Philadelphia, Pa., Div. No. 30.

Blood is being spilled in unmeasured quantities. Bloodcurdling as the beginning of this paragraph may seem, there may be found food for honest thought. A nation ranking with the foremost of the powers, has lately been humiliated in battle to such an extent that temporarily disablement is admitted, and, as reasonably to be supposed, must gall to the quick. Much may be taken from this short sentence. Blood, honest blood, why should it thus be shed by the thou-

sands of our people in the field, and all brought about through an insane desire of a few selfish, influential, and overzealous heads. This question is too deep and space is too limited to allow of just a little more on the subject. It might, however, be compared to the battles of everyday life. All that is really necessary on either of these problems is simply a few cool heads, in arbitration, that may justly weigh reason and consideration. Humiliation is always to be avoided, and aye, on either side, it usually proves embarrassing when it comes in one's way. And now, for old acquaintance sake, we'll turn to the O. R. T. That good old boat is in ship-shape order, and is sailing along in our midst with pacific grace. We are all proud of her, and truly she's getting to be quite a craft. Philadelphia is coming to the front, and the day is not far distant when our claim as "The Banner Division" will be a reality.

The regular monthly meeting of Division 30 last month was indeed one to be proud of. We had many visitors, and some of our boys came from a long distance to be present. Six petitions for membership regularly acted on, and three of this number appeared for initiation. The full ceremony in this instance was slightly effaced, owing to pressure of business, which took till just midnight to dispose of. Four hours of solid work was handled. Bro. Tom Stack, of Division 44, being in the city, did not fail to pay us a visit. Tom is originally of Division 30, and we try to make it interesting for our visiting brothers. A communication of Bro. Nichols, of the B. of R. T., and one from Bro. Powell, both of an interesting nature, received their share of consideration. A communication, under the heading of the I. A. of M., B. of B. M., and I. S. B. of A., B. of B. of A., and S. J. A. of Phila., was read, and was given much attention. The Division did its duty as far as practicable on the question of same, and the boys all felt proud of the outcome. A communication from Bro. H. Howter, of the B. of L. F., as coming from the Pennsylvania State Legislative Board of Railway Employees read, reference to endowment Bro. F. P. Sargent, Grand Master B. of L. F., to a position in the Interstate Commerce Commission, vice Hon. W. J. Calhoun, resigned. Rumor has it that ex-Chief Justice Paxson is aspiring for the place. He must again be defeated, and it is well known why. The question of the union label on municipal printing came in for a fair share of the Division's action during the evening, and as a consequence, the matter was left in the hands of a committee. Items of expense to amount of \$20 passed upon. Adjournment at exactly midnight.

Notes of interest on D. E. & K. Division, and other points: Bro. H. L. Kerns spent his vacation last month very pleasantly with friends in Allegheny City, and calling at Lancaster, Coatesville, and Sadsburyville. Bro. Hoopes is now spending his vacation in the latter-named country on a gunning expedition. Absolute fear,

it is said, was installed in the "bonnies" on his approach.

The Exposition still flourishes in our city, and it will possibly be continued till the end of the year. It is altogether a grand affair. Come and see it, boys, and don't forget to pay us a visit.

Bro. W. Wilson, it is learned, protests.

Bro. Harry A. Bergmann, B. of R. T. 149, met with a serious accident at 2 a. m. of October 28th, while on duty in Powelton avenue passenger yard. The injury proved fatal at 10 o'clock the following evening, and now much sorrow remains among his fellow workers. Bro. B. has been in the service of the P. R. R. on its D., E. & K. Division, for about seven years or over, and has always been held in high esteem by his fellow workers and employers. He was only 29 years old, and leaves a wife and an only baby, which by the way, met with an accident a short time ago, fracturing a shoulder blade. Bro. B. was Secretary of 149 for about two years, and held other offices. Up to this year he has been acting as Chairman on the Ball Committee, and the coming one, close at hand, he had been looking forward to with much interest. Bro. Bergmann was interred afternoon of November 1st, having a large funeral. The afflicted wife and family has the sympathy of Division 30 of the O. R. T. and his fellow-workers generally.

William Stackhouse, a veteran employe and lampman in the employ of the Pennsylvania Railroad hereabouts in the neighborhood of about thirty years, died after an illness of about four weeks at his home last month. Mr. Stackhouse was over 60 years of age and was six foot in height, and was a general favorite among his associates. He was always gay and jolly. He was conspicuous here at flag raisings, consequent on the Dewey victory, just past, at one time taking the part of "Uncle Sam" to perfection. The Signal Department presented a beautiful floral design. His wife died a few years ago, leaving a grown-up family, and but a few months later Mr. Stackhouse married again. The bereaved wife and family have our sympathy.

Conspicuously appearing in the Philadelphia press just before November 1st was the announcement of a "shake-up," re-organization and promotion in the office of Mr. Rodgers, Commissioner of Immigration, 1224 Chestnut street, this city. The principal changes made was the dropping from the rolls one interpreter and a statistician, and the organizing of a new department, this to be known as the Contract Labor Department. Former Deputy Commissioner J. L. Hughes has been the fortunate choice in the new appointment, and he is now, beginning November 1st, at the head of the new concern as Contract Labor Inspector. This is something much needed hereabouts and this gentleman can fill the bill. He will be benefited financially by the promotion, as a regular government appropriation is made for this purpose, and for the present, at least, his office will be continued in the same building with that of the Commissioner of Immigration. Those

that have been fortunate enough to come within close touch with him can vouch for his good qualities. He is also, by the way, somewhat of a favorite in the telegraphic world. J. L. Hughes is President of Division 30, and has held that office for the past three years. Bro. Hughes, congratulations. The name will be familiar to those Brothers who attended the last convention.

A Brother reports that while on pleasure bent last month in the State of New Jersey, he came in contact, at Franklynville, with Bro. J. M. Wilson, (formerly of Division 30), of Division 44. Bro. Wilson was on from New York visiting and spending his vacation with his folks when this Brother met him. They met in the afternoon and Bro. W. insisted that the Brother from No. 30 stay to supper with him, which he did, and reports having been treated right royally. The city authorities of New York called him to duty before his vacation expired, or he'd paid Philadelphia a visit. Bro. E., it appears, could not get along without him. Call next time, Bro. W.

Bro. H., it appears, has been over the river doing the cider test act.

Any Brother who wishes to dispose of his journal after perusal, for missionary work, can do so to good advantage by sending same to Secretary or to Division Correspondent. Boys, this is for a good purpose, do this when you can.

B. of R. T. Lodge 149 gives its fifth grand annual ball at Eleventh and Spring Garden street, this city, the 15th of present month.

P. R. R. men are asked to support George H. Thomas by their vote. He is a candidate for Relief Advisory Committee.

B. & O. R. R., PHILADELPHIA DIVISION, NOTES.

The latest news seems to be the appointment of our Chief Dispatcher, H. K. Hartman, to the position of Assistant Train Master, still holding his title as Chief Dispatcher, but does not work a trick. Messrs. M. H. Center, W. E. Rowe and Bro. Watson holding down the three "tricks."

From present indications some missionary work could easily be done on this Division, and I think if we are not successful in converting a few for the good cause we will have to get our friend and Brother, Finnan, in the field. This, of course, should not be necessary. Every good citizen should stand up for his own interest, and, fellow workmen, you are already benefited by the united efforts of organized labor. Do not put it off like a man I approached recently. He said: "If the O. R. T. gets so and so I am going in." Boys, you are all welcome to become members, but we do not buy them.

Brothers who can attend Division meetings should do so in every instance. I understand from our Brother Secretary there is something new in the Division room, and no one will find out what unless he goes there. I shall, therefore, go at my first opportunity. Boys, come out and see what it is. I think it is a young goat, and has to be tried after meeting so as to break him in. Come and give him a trial and I don't think you will be sorry. Don't forget the place, north-

west corner Thirteenth and Arch streets, Philadelphia, Pa., third Friday evening, monthly, 8 p. m. E. T. S.

Brothers, your attention is called to the fact that Division room opens at 7:30 p. m. on night of meeting, as given above. You will please be early, as it is necessary to be started at 8 p. m. sharp, because of accumulation of business. Something of interest from now on.

Yours in S. O. and D.,

DIVISION CORRESPONDENT "169."

Chesapeake and Ohio Railway.

James River Division:—

Our regular monthly meeting was held at Clifton Forge, Wednesday night, October 18th. Meeting called to order at 8:30 p. m. by Bro. Stratton. Roll call showed 27 members present, including Bro. Bryant, whom you all know and love. Bro. B. gave us some good, sound talk which was much enjoyed by all. He is evidently the right man in the right place, as well as Bro. Stratton, who has been recently made General Chairman of Division 40. There were three candidates for initiation who went through the performance, I think, without serious injury. A copy of the N. & W. schedule was furnished by Bro. Bryant and read before the meeting. Boys, we congratulate you, as well as Bro. B., to whom you owe more than you are able to pay. Bro. W. L. McClurg was granted permission by vote to learn a cousin telegraphy, upon the conditions that he receive no compensation for same and that he be required to sign an agreement to join the Order as soon as eligible. Bro. G. T. Davis was called upon to frame a letter to the express company (each agent to sign same, asking for 10 per cent commission on all Adams Express way bills, both inward and outward, from any and all departments. Brothers, don't fail to sign this paper when it reaches you. It is not an unjust request. Put your names down and fight for your rights. Bro. L. E. Hicks, whom we have always found in the chair, failed to show up on this eventful occasion, but we know his is a good excuse, as he is a "warm member." By the way, I am requested to state that this Brother has recently been presented with a fine O. R. T. girl. Don't see how he can afford it on \$40 per month. Some other matters of more or less importance were acted upon, but they are too numerous to relate here, as I am afraid I am already overstepping my bounds.

Now, I wish to say a few words to those members who never go to our meetings. Why is it. Boys? You have the same opportunities that we have. It costs you nothing. Some of you, I know, cannot go every time, but certainly you could spare us one night. That is all that we ask of you, for we know from experience that one trip will convert you into our ways. You say: "I would go, but it breaks me all up." And so it does, but remember it is only once a month. I know that lots of you would go to a dance, a show, a card party or something even less enter-

taining every other night in the week when you know well enough that it is doing both your soul and body harm, and the next day you feel, oh, so much better than if you had been to an O. R. T. meeting, simply because you have been throwing away valuable time in idle sport. There are so many of us who had rather do this than do good to ourselves, and help a noble cause. It is a great mistake. It reminds me of the night man just aroused from a stolen nap. "Where have you been all night?" asks the Dispatcher. "Well, ah, (stammering), I've been up the pole to light my lamp," or, "I was getting coal." Brothers we can plainly see that your light is out, also that you are getting "cold." You need a good warming and lighting up, so that your light may so shine that others may see your good works and follow in your footsteps. It grieves me sorely to see what little interest some of you are taking in this very important matter. You simply pay your dues just before the time runs out and never think of the O. R. T. again until the time comes around for your next payment, and then, I am inclined to think, it is anything but a pleasant thought. You say: "If I was not ashamed, I'd drop out." I can't see that it is of much benefit to me. It is costing me entirely too much." This man is simply thinking of the almighty dollar. He entirely ignores the fact that many other advantages are gained besides his life being insured for a thousand dollars, perhaps, which is well worth the money. All for the pitiful sum of about 8 cents per day. I am glad, however, to say that such black sheep on this Division are few and far between. But let us get after these few and warm them up. We want members who are always to be seen in the Division room ready and willing and anxious to do all that they can at any and all times. Boys, if you are losing interest in the Order, don't sit still and allow the bottom to drop out without giving us a chance to renew your faith. Have a talk with some good Brother and state the case clearly to him, explaining what the trouble is, and he will gladly help you. We have no Brothers to lose, but a great many to gain, and we want your aid.

Now a few lines to the "nons," and Brothers then you can take a rest. Mr. "Non," I want to make this awful plain. I'm afraid some of you don't know exactly what the sad meaning of "non" is. It is this: You fellows who have been enjoying the first fruits of our labors for five or six years and are now enjoying the second fruits without even as much as a kind word in our behalf, or lending a helping hand in any way, shape, or form. My dear friends, have you no conscience? Have you no shame? Have you no heart? Have you no desire to help yourselves and others? If you can, just take a few moments to yourselves and ask the heart within you the following questions. I will answer for you, for I know what your answer will be if you are men of as good sense and judgment as I think you are: Is the O. R. T. a friend to the telegrapher? He has none so great. Will it stand by him through thick and thin? Surely it will, at all times, in all

places and under all true circumstances. In what way does it benefit him? It helps to moralize him if he lives up to the rules, protects himself and family, holds his job in many instances, cuts down his working hours, and, oh, in so many other ways of which you are entirely ignorant, and always will be until your name is on our books. Shall I become a member? Certainly you should, after receiving help at our hands without a penny from your own. How shall I go about it? All you have to do is tell some O. R. T. man (they are easy to find) that you have come to the conclusion that the Order is your only salvation (which it undoubtedly is beyond the shadow of a doubt) and that you are willing to trust your future welfare in our hands, and he will meet you with open arms and receive you as a Brother. You cannot much longer be a drawback to yourselves and others. You will find, some day, you would be glad even to touch the hem of our garments. You had just as well come now and say like men, I have made a great mistake, I will no longer continue in my erring ways. I will help the noble cause that has helped me so much in the past. Brothers, I will now beg to be excused, I hope I have not tired you. I am well aware that I am far from being gifted with the pen, but when it seems to me that I am doing good work I have no mercy upon others.

Yours in S. O. and D.,

W. P. BICKERS.

Notice to Members of C. & O. System Division No. 40.

Bro. E. L. Stratton, of Balcony Falls, Va., has been elected General Chairman of this Division, vice Bro. A. A. Adkins, resigned. Please be governed accordingly.

Yours in S. O. and D.,

G. P. GROGAN, L. S. and T.

New York, Div. No. 44.

The first regular meeting of this Division for the month of October was held on Friday evening, the 13th of October, at the usual place, with L. President P. H. Enright in the chair, and the officers at their regular stations.

Minutes of preceding meeting were read and adopted. Seven petitions for membership were read and six accepted. Several new members appeared for initiations.

Bills to the amount of \$23.20 were put before the meeting and vouchers granted for same.

L. President Enright asked President Powell for dispensation to elect a new set of officers, and thus give the rest of the members a chance to hold office.

The matter was brought before the meeting and the following action taken by the members present:

Moved by Bro. L. D. Zeck that the present officers hold over according to Section 3, Constitution. Seconded by Bro. William McEwen and carried unanimously.

Delegate P. H. Enright, to Central Federation of Labor of New York City, reports progress and awaiting further instructions. Report was accepted.

The following action was taken in regards to the "loans" which several members received while in distress and are now working. The Secretary was instructed to write each member who received a loan to make settlement with this Division on or before December 31st, 1899.

Motion made and carried that the Secretary and Treasurer be at all times authorized to purchase all the necessary supplies, without first consulting the Division.

The following committee has volunteered to meet at 133 St. Felix street, Brooklyn, Tuesday, the 24th inst., for the purpose of drafting a new initiation ceremony: J. M. Wilson, P. H. and R. E. Enright, F. F. Beale, T. J. Stack and Edward Quinn.

Thirty-four members were present and all spent a very enjoyable evening.

Meeting adjourned 11:30 p. m.

The second regular meeting in October was held at the "same old place," Sunday, October 22nd.

Meeting called to order at 11:00 a. m. with Bro. T. F. Noon in the chair and Bro. J. H. Van Loon acting Secretary. As usual, the night men failed to turn out. This shows how much they appreciate the meetings, and sets a very bad example to new members. The "Night Meeting Gang" are contemplating to advertise "A Turkey" dinner for the "Sunday Gang," and see if this has the desired effect.

Minutes of preceding meeting were read and approved as read.

Correspondence was read and ordered filed for future reference.

Several matters of vital importance were thoroughly discussed and proper action taken on same.

After the business was transacted, those present had a "clam bake." Bro. F. M. Caport guarded both doors and Bros. F. Loree and J. O'Rourke acted as Marshal, seeing that all present were entitled to partake of the "delicate food."

Meeting was adjourned at 12:30 p. m.

The Auditing Committee met at the home of Sec. and Treas. J. E. Hinterleiter, 149 Fifth street, Long Island City, and examined the accounts, etc. A report of same will be read at first and second meetings in November. Each member should try and hear this report, and thus become acquainted as to how the funds are disposed of and also taken care of.

Very many complain they forget our meeting dates. For their benefit I beg to have them printed in this issue, knowing that each member reads the Division news: First Friday evening of each month, at 8:15 p. m. and fourth Sunday morning at 10:00 a. m. of each month. Brotherhood Hall, corner Third street and East avenue, Long Island City, N. Y.

Each member should try and attend at least one meeting in a month.

With best wishes I am yours in S. O. and D.,
J. F. HINTERLEITER,
Local Secretary and Treasurer.

NOTES.

Bro. A. F. Heller, Day Towerman at Metropolitan avenue, accompanied by his good wife, are spending a two weeks' vacation in and around Bangor, Pa.

Bro. V. D. Doty, formerly a Towerman on this road, now with the New York Fire Alarm Company, changed his address to New York City. His many friends are sorry to see him go.

Bro. F. Morgenweck, formerly Agent at Bay Side, is now working for a Wall street broker in New York City. Congratulations, Frank.

Bro. C. Fife transferred to Agent at Bay Side.

Bro. J. V. Luckett, Towerman at West Wood Side, is spending a two weeks' vacation in Philadelphia, Pa.

Bro. T. J. Stack, Towerman at Laurel Hill, is taking in the sights at the Exhibition in the "Brotherly Love City."

Bro. A. Bailey is doing the relief act at Corona tower.

Bro. C. G. Denelsbeck is holding down White-stone Junction during the night.

Bro. J. Herman Van Loon is keeping the drills and passenger trains running at L. I. Crossover.

Bro. H. W. Bowen, Agent at Rankonkoma, is off on a vacation. Bro. E. W. Tuttle is acting as Agent.

Bro. J. S. Griffin, a former Agent on this line, is still conducting his own store at Cutchogue, and reports business booming.

Bro. G. W. Penny, Relief Agent, was compelled to lay off on account of his failing health. Sorry to hear this, G. W. Hope we will soon have you with us again.

Bro. Thomas White, promoted to Agent at Babylon.

The cauliflower season is now in full sway and keeps the Agents very busy between Greenvale and Manoy.

Bro. Thomas Hawkins, the well-known and business-like Station Agent at Amagansett, keeps a sharp eye on the membership on the Montauk Division, but fails to send news for THE TELEGRAPHER, as he promised to do.

Bro. Claud Cummings is running the tower at Glendale.

Bro. J. H. Loomy transferred to New York avenue tower.

Bro. T. F. Noon, of the Manhattan Elevated Railway, New York City, was transferred from the Agent's Department to the Transportation Department, and is now operator in the Dispatcher's office.

Bro. T. A. Clayton, from operator in the Dispatcher's office to Assistant Train Dispatcher on the Manhattan Elevated Railway, New York City.

Bro. T. R. Higgins, formerly stenographer and chief clerk at Morris Park shops, L. I. R. R., has

secured a more lucrative position in the General Superintendent's office, C. R. R. of N. J.

We understand Division 44 has advertised for a new goat, and regret to announce the untimely death of the old, notorious Bill in the vicinity of Queen street tower, his favorite grazing ground while off duty at the lodge room, by one of the Long Island Railroad flyers after, as our worthy Bro. Kipp, who had him in charge, vouches for as having repeatedly and successfully dodged lightning. We join with Bro. Kipp in mourning the loss of this rapacious long-whiskered devourer of waste paper and scrap iron.

After a busy season at the seashore, Bro. Carpenter is enjoying a well-earned vacation with friends in Philadelphia.

Bro. H. O. Easton is sojourning for a few weeks at Queens, L. I., for the purpose of fattening up for the winter. Invite us out for a square meal.

Bro. A. L. Kipp has returned from a short visit to his former home in Bradford County, Pennsylvania, looking much refreshed, and his pockets full of chestnuts.

We are pleased to note Bro. L. S. Brown has again resumed duty on the Manhattan L., after a short illness, followed by a vacation.

Bros. O'Rourke and Keating, at present going the "owl" trick at Main and Bridge street depots, Flushing, respectively, report business booming during the small hours of the night.

J. H. VAN LOON.

Pro tem Division Correspondent.

To All Non-Members on the L. I. R. R.:—

DEAR SIR.—I beg to extend to you a courteous invitation to join our organization.

New York Division No. 44, O. R. T., is organized and instituted for the purpose of uniting the telegraphers for the protection of their interests, to elevate their social, moral and intellectual conditions, to promote the general welfare of its membership, and to establish a mortuary fund for the benefit of those dependent upon its members.

This Division at present represents over two hundred of the telegraphers employed by the L. I. R. R. Co.

On July 1st, 1899, an agreement was secured, governing the employes in the Station and Tower Department, whereby yourself and others receive benefits from. Why should you not give your support to an organization that assists you financially and otherwise?

The initiation fee is \$3.50, insurance fee \$1 and dues are 59 cents per month. The insurance is compulsory. There are three classes. Payable in seven assessments per year.

Three hundred dollars is 35 cents an assessment, or \$2.45 per year.

Five hundred dollars is 50 cents an assessment, or \$3.50 per year.

One thousand dollars is \$1 an assessment, or \$7 per year.

I will be pleased to answer any questions you may wish to ask. I trust that I may hear from you at an early date. With best wishes I am

J. F. HINTERLEITER, L. S. and T.

Missouri Pacific, Div. No. 31.

Missouri Division.—

Miss Nellie Constant still holds the Agency at Jefferson Barracks, where she has been several years. Nothing pleases Miss Nell better than to move out a regiment or two of soldiers. She says it gives her good exercise.

Bro. R. G. Walton is now regular night man at the Barracks, relieving Extra Operator McClure.

Bro. F. A. Day is now located at Kimmswick as Agent. Is fishing as good there as at "RS," Bro. D?

Bro. L. A. Nichols continues to do the heavy at De Soto, and he is hard to catch, too.

Bro. Tom Cheatham is now doing the "owl" act at De Soto, relieving Extra Operator Bonhardt, who is on the retired list at present.

Bros. Hitzeman, Seitz and Dent alternate holding down Bismarck, the warmest "g" office on the pike.

Bro. J. H. Tucker, of Piedmont, paid St. Louis a hurried visit the latter part of October on a sad mission. Bro. Tucker's brother was in the hospital in St. Louis for treatment of the eyes, and almost entirely lost his eyesight. It became necessary to have some one to lead him, so Bro. T. carried him back home, where he could receive the proper attention.

Our Chairman, Bro. R. S. Wilson, Bros. Cheatham and Bub, are holding down Poplar Bluff, where they change notes between the Arkansas and Missouri Divisions.

Bro. Welker, of Belmont, says he can get more circuses over the river in less time than any man on the pike. Ringling's circus went over so quick Bro. W. didn't even get to see the elephant.

Dispatcher C. T. Mason is relieving Dispatcher Frank at Charleston, while Bro. J. P. Jones continues to do the heavy work there. Talk about your Cholly boys, you ought to see Bro. Jones get out among those Charleston girls. He's the whole show.

Bro. Ed Green does the day work, while Bro. Shaul does the night act at Lesperance street. Some say very confidentially that Bro. Green will take unto himself a better half in the near future. Don't tell anyone.

Lexington and Southern Division and Branches.—

Bro. A. A. Mosher, who for several years past has been employed in this territory, recently located at Pittsburg, Kan., has resigned to accept a position with the D. & R. G., at Monte Vista, Colo. Bro. Mosher has been a valuable member to 31, and it is with regret that we bid him adieu. We hope he may do well in his new surroundings.

Bro. J. T. Miller, of Moundville, Mo., has returned after a few weeks' vacation.

Bro. William Harry, Manager at Joplin, is enjoying a few days' rest, his place being filled by Bro. C. H. Walz, who now has the Joplin night "trick."

Bro. J. W. Randolph, the old reliable, at Nevada, has returned from a week's sightseeing in

St. Louis. Division 31 rightfully feels proud of recording such characters as J. W. Randolph.

Bro. Owen, of Harrisonville, has resumed duty after his regular summer vacation.

Bro. J. D. Jones, of Sheldon, is enjoying a month's rest.

Agent M. B. Keller, of Yale, Kan., has returned after a few weeks' lay off. Mr. Keller is a good Agent and a first-class fellow, and it is too bad he cannot be made to see the error of his way and join the procession.

Bro. T. F. Weaver, of Blue Mound, Kan., reports business flourishing on the I. S. Division. This is one of the few Divisions in the country that can present a solid membership.

Bro. J. M. Campbell, of Butler, is filling Bro. Kipps' place in the Dispatchers ranch this month, while Bro. W. B. Calhoun snaps his eyes at the sunlight in the Butler office. CERT 31.

MARRIED.—On Monday, October 9th, 1899, Bro. E. A. Gallagher and Sister Josie Smart, of Fort Scott, Kan. Both parties are well known to the telegraphers of Eastern Kansas and Western Missouri, having for several years been connected with the management of Divisions 109 and 31, and they have the best wishes of all.

MARRIED.—At Greenwood, Mo., Monday, October 9th, 1899, Bro. W. I. Kipp and Miss Myrtle Smith. Bro. Kipp is one of Division 31's most prominent members. He is well known on the M. P. System, having worked on almost all of their Divisions, settling down some five years ago as operator and extra dispatcher at Nevada, Mo., which position he now holds. He is recognized by all as a pleasant gentleman and a first-class telegrapher.

ST. LOUIS NOTES.

The following force is employed in the general office, "GM," St. Louis: C. M. Klein, Manager; Operators, Sullivan, Hogbin, Dawkens, Houlahan, Pierson, Floerke, Lehnerts, Barron, days, and L. A. Halley, all night Chief. Business is quite heavy in this office, number sheets running from 2,500 to 3,000 messages per day at present. We are glad to note that this is strictly an O. R. T. office, and that all the boys carry insurance.

Our General Chairman reports so much business to transact between his office and O. R. T. general offices, that it will probably be necessary to connect the offices by wire.

E. L. Pierson, of "GM," has gone to San Francisco on a vacation.

Gus Floerke, the inimitable, keeps up the record for fast sending, we understand, and we know he is not "slow" with the ladies in the building.

It is currently reported that Billy Houlahan has wisely decided to take unto himself a better half in the near future.

J. C. Boggs, "why not accept the invitation now, Grand Chief?" reports business good at the shops. Boggs, "of 50" is O. K.

Ammons and Sittel are located at the Terminal Superintendent's office, Jim Hurlbut and B. F. Ball at the Iron Mountain and Missouri Pacific freight offices.

William Barry is agent and operator at Fourth street I. M. office.

Miss Annie Merklin has resumed duty at Vandeventer avenue station after several months' visit to Europe, and reports having spent a very interesting and enjoyable vacation.

Glad to note that the system is solid O. R. T. in and around St. Louis.

The removal of headquarters of the Order to St. Louis is proving of great benefit to Division 31, and no doubt will be the means of thoroughly organizing the telegraphers in that city, and we are indeed glad to have them located so conveniently.

The General Grievance Committee of the B. of L. F. of the Missouri Pacific Railway called in a body on our Executive offices and inspected our general offices a few days ago.

Kansas City Section:—

Bro. J. M. Kelly is taking thirty day's leave of absence recuperating at Hot Springs, Ark. We hope he will be able to break those chills.

Williams, "W," left "DF" night to work days at "SW" Junction in preference. All know he's a newly married man, that's easily understood.

Bro. Weitzel, recently returned from Government Signal Corps Service in Cuba, is working the night "trick" at Independence.

Bro. Hickman, at Little Blue, seems to have it fixed up with "M" now. Don't hear any spicy jars nowadays.

Bro. Howell, from Lee's Summit, has accepted the managership at "X," Sedalia. Bro. Riley taking the "TA" office at the shops. Rumor has it that Riley couldn't find the office and woke the night caller to "show him."

Messrs. Lechner, Maaden and Gregory still hold fort at "F," Kansas City. Those gentlemen are certainly good men in the right places.

Bro. Cramer left his baggage position and accepted night "trick" at "X," Sedalia. It was a good change "Z."

"Shorty," at "SA," comes near being the solution of perpetual motion than animate creation has yet achieved.

H. A. WILLIAMS.
Division Correspondent.



Grand Division

OFFICIAL DIRECTORY.

GENERAL OFFICES, ST. LOUIS, MO.

GRAND OFFICERS.

W. V. POWELL,
President, St. Louis, Mo.

M. M. DOLPHIN,
First Vice President, St. Louis, Mo.

H. B. PERHAM,
Secretary and Treasurer, St. Louis, Mo.

BOARD OF DIRECTORS.

C. Daniel, Chairman, Kimball House, Atlanta, Ga.
S. C. Mahanay, Secretary, Sherwood, Mo.
L. A. Tanquary, Cuchara Junction, Col.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Calgary, N. W. T.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, Secretary and Treasurer, St. Louis, Mo., also their Local Secretary.

Notice.

To Members in Arrears:—

Attention is called to Section 38 of the revised statutes, pages 48 and 49, in regard to non-payment of dues. It reads as follows:

"A member refusing or neglecting to pay his dues six months in advance in full is not in good standing sixty days after the first of the semi-annual period for which the amount is due.

"A member not in good standing is not entitled to vote in his Division or on questions before the Order; and the Local Board of Adjustment shall not exercise itself in his behalf in case of grievance.

"When a member becomes delinquent in his dues for a period of six months he shall be dropped from the roll of the Order without further notice." Yours in S. O. and D.

H. B. PERHAM,
Secretary and Treasurer.

Notice.

Exchange is charged on all personal checks drawn on banks outside of St. Louis, Mo., consequently they should not be used for remittance purposes. All remittances should now be made payable in St. Louis, Mo., and particular care should be exercised when purchasing postal money order. Yours in S. O. and D.,

H. B. PERHAM,
Secretary and Treasurer.

Notice.

O. R. T. Division card No. 6521, issued in favor of Grand Division Certificate No. 3174, has been lost and duplicate issued in its place. If presented please take up and return to this office.

H. B. PERHAM,
Secretary and Treasurer.

Notice.

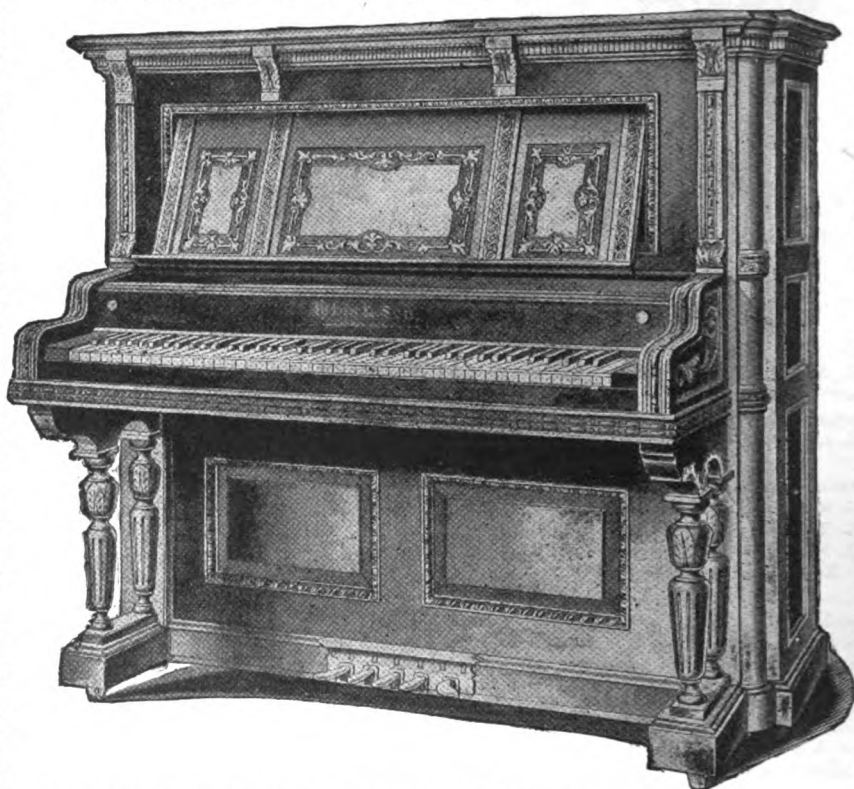
O. R. T. Division card No. 7794, issued in favor of Buffalo Division No. 8, Certificate No. 48, has been lost. If presented please take up and return to this office.

H. B. PERHAM,
Secretary and Treasurer.



THE WING PIANO STYLE 29, CONCERT GRAND UPRIGHT.

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1868—31st Year—1899.

VOL. XVI, No. 12
DECEMBER, 1899

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PUBLISHED AT ST. LOUIS, MO.

BY THE ORDER OF RAILROAD TELEGRAPHERS.

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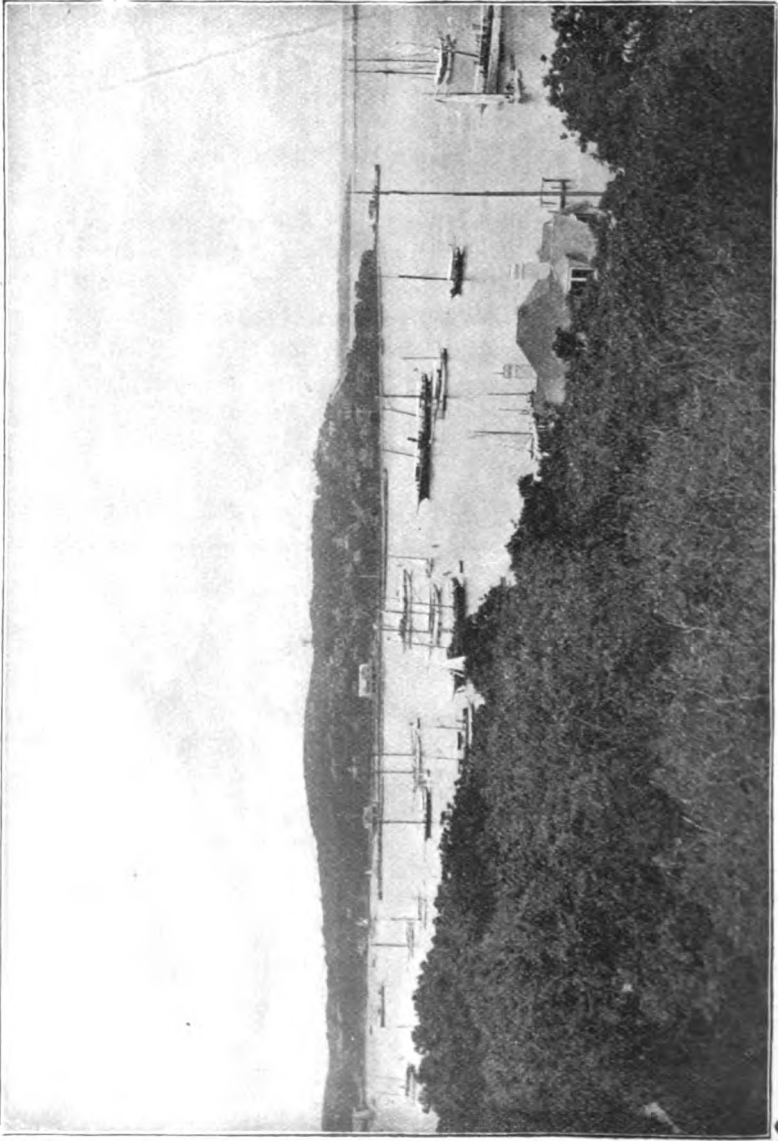
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THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
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H. B. PERHAM, EDITOR.



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VOL. XVI.

DECEMBER, 1899.

No. 12.

EDITORIAL

Christmas, 1899.

ONE of the most useful functions of that arbitrary division of nothing, called time, is that it furnishes seasons for retrospection, and the making of more or less useful comparisons. Yuletide is always looked upon as an appropriate period for looking backward to note the wonderful changes the passage of time has wrought. Man is a creature subject to change, and the influence of the mind's evolution upon his actions sometimes causes the observer to doubt that he is the same person he has known in the past. This train of thought is brought uppermost while considering the present prospects for the organized telegraphers, and the changed condition that has come about during the year now closing. Many officials who strenuously opposed the idea of telegraphers organizing for years have changed their mind on the subject, and now openly declare that it is a good thing for all concerned.

They have been brought to realize that telegraphers, as a class, are entitled to their respectful consideration, and, also, to know that telegraphers have hopes and aspirations, and a well-developed intention of getting better things while pursuing the profession of their choice. All honor to the men who have concluded that "Live and let live" is a good policy. In the words of Joe Jefferson, "May they live long and prosper."

THE RAILROAD TELEGRAPHER, during the past year, has been a true reflex of the ideas of the men who are earning their living as telegraphers. Its columns have been wide open for their complaints about existing conditions, and their hopes, iridescent or otherwise, for an improvement in the future. It is their official organ, and they have not neglected to make good use of it in voicing their sentiments on almost every conceivable subject. The non-member has been alternately hammered and coaxed until he got short of breath, and

hardly knew what to expect next, but there are still a few of the kind left to be worked on next year. The changes have been rung on unionism, socialism, and many other isms, but nobody seems to have become discouraged, because mighty little visible impression was made. That they are a good-natured class goes without saying. That they will eventually gain everything that they are contending for, is amply demonstrated by their vitality and persistency.

This Christmas season finds the organization in better shape than it has ever been before since the time of its inception, on friendly terms with all sister organizations, and gaining steadily in the good-will and esteem of the corporation officials with whom it comes in business contact.

THE RAILROAD TELEGRAPHER congratulates the membership on the outlook, and wishes one and all A Merry Christmas and A Happy New Year.

American Federation of Labor.

THE Order of Railroad Telegraphers is now a member of the American Federation of Labor, its application having been favorably considered by the Executive Council of that Organization, and a charter issued on October 31st last. The following letter, sent President Gompers, of the American Federation of Labor, by President Powell, is explanatory of the Order's position:

"I enclose herein application of the Order of Railroad Telegraphers for admission and membership into the Council of the American Federation of Labor. I have carefully read the Constitution and General Laws of the American Federation of Labor, and can find nothing therein that prevents an organization from executing its own self-government under its own laws, which may be made now effective, or which may be hereafter adopted.

"It is understood that in applying for membership, we are actuated only by an earnest desire to render such financial and moral assistance as we can in advancing the general trades union movement.

"You are aware, no doubt, that the Order of Railroad Telegraphers is affiliated

with, and is a member in good standing, in the Federation of American Railway Employees, and to whose laws it will render true obedience and support. There is nothing, to my knowledge, in the laws of the American Federation of Labor that conflicts with those of the Federation of American Railway Employees.

"It is to be hoped, in the event of our application for a membership being accepted, that our future relationship may be mutually satisfactory."

The American Federation of Labor is an organization composed of different trades unions of America, and its influence is mainly in the exercise of the union label and boycott idea. In an intelligent and progressive way, it aims to subserve the interest of those who are favorable to unionism, and at the same time obstructs, by all legitimate means, those who have shown themselves to be antagonistic to that idea. It is a weapon of offence and defence that the wage-earners of the country are beginning to realize, may be used with tremendous power in their behalf. The A. F. of L. has successfully used the boycott idea in hundreds of cases to bring recalcitrant corporations to the understanding that their employes have rights which they must respect.

At every session of our Grand Division there have been representatives from different organized trades asking that we, as an organization, endorse the Union Label, adopted by them, as their trade-mark. In every instance our Grand Division has acceded to the request, and, in addition, members have been urged, through the columns of THE RAILROAD TELEGRAPHER, in the Division rooms, at public meetings, and other places, to purchase Union Label Goods. The Union Label movement has been a great benefit to the cause, and if it can assist the cigarmaker, the hat and shoemakers, the tailors, and others, there is no good reason why these unions, in return, cannot assist the telegraphers in gaining justice from their employers.

There is no railroad company in North America that could afford to antagonize their employes, knowing, that by so doing, they would, no doubt, encounter a strike, and should it fail, then an organized effort

on the part of every man in North America, who is intelligent enough to know that union is the law of progress, to divert traffic of all kinds from that particular line. The merchant, the doctor, and the lawyer, in fact, all classes of professional and business people, depend for their living upon other toilers. It is absolutely true that men of the class mentioned work as hard as any one, but without the labor of others they would have to till the soil to maintain existence. It is on this account that their sympathies can be aroused in the interest of the workers who are making a struggle for fairer treatment. The world is not ready to grant justice to the worker, as yet, but there are very few men who will knowingly stand in the way of the wealth producer, who is struggling to better a condition that is bad at best.

The *New York Sun*, one of the leading papers of the great metropolis of New York, locked out its Union printers, and in their place substituted non-union men. A boycott was levied on the *Sun* by the organized trades of the Eastern States, and the *Sun*, once so proud and defiant, is now a comparative wreck of its former self. The merchants and business men generally have been asked to withdraw their advertising support from the *Sun*, which course has been followed to a remarkable extent. It is said that the *Sun* is losing \$12,000 per week on account of this boycott, and has asked for an injunction restraining the organizations from continuing this action, as the boycott is ruining their business.

Injunctions and the putting of men in jail do not prevent boycotts from becoming more effective each day. Such action only advertises and intensifies the matter.

Many letters are being received daily from our members in different sections of the country stating that they have started the ball rolling on the Colorado & Southern Railway matter, and that they are quietly asking local freight and ticket agents to assist in diverting freight and passenger traffic to the Santa Fe, Rio Grande, Missouri Pacific, Union Pacific, and other competing roads.

Trades Assemblies in Texas, Colorado, Wyoming and California are inquiring as to what they can do to assist in the movement. Sixty days of liberal advertising should start the movement fairly well, and by that time it should be generally known what kind of an institution the Colorado & Southern Railway is, under its present management.

Busy Under-Strappers.

IT has happened several times during the past six months, usually just before a committee of telegraphers was to meet the management, or during the time that negotiations were pending, that Chief Dispatchers, Trainmasters, and other subordinate officials, would go over the road, sometimes boldly, and sometimes in a surreptitious manner, interviewing the men as to whether or not they were members of the Order, if they had any grievances, etc., and if they have, why they did not call them to their notice, for they would have been glad to have considered them.

These officials sometimes say that by the men putting their grievances in the hands of a committee, their interests (the Trainmasters, Chief Dispatchers, etc.) will suffer at the hands of the general officers of the road, for the reason that they have not corrected the existing evils, and thus saved the general officers the trouble and annoyance of meeting the committee. Sometimes the men are threatened with the loss of their position; or that they will not be promoted; or that the courtesies which they have heretofore had will be cut off, if allegiance to the Order is not renounced.

Other officials have gone so far as to threaten a reduction in wages if letters were not furnished that they did not belong to the Order, or that they were satisfied with their wages, hours, and conditions of employment. The work of such subordinates is usually speedily corrected when the attention of the General Manager is called to it, but whether subordinates are warned against repeating the offence, under penalty of discipline, or whether he is patted on the back and told he is a good fellow, we have no present means of knowing.

As an illustration: A Chief Train Dispatcher on the Big Four Railway—we will

call him French—was so interested in the welfare of his telegraphers that he went over his Division on a hand-car interviewing the telegraphers as to whether or not they were members of the Order; what their grievances were; whether they would be loyal to the company in case of trouble, etc. He volunteered the information that telegraphers who were members of the Order of Railroad Telegraphers would not be promoted, would be discharged for trivial offences, and other advice along this line. Enough information has been filed with the President to have him indicted on fifty different counts for violating the Erdman Arbitration Law. Just who French is, we are unable to say. His name does not appear in the directory of railway officials, and we infer that he is simply a Chief Dispatcher. No doubt, he is like the ordinary run of train dispatchers. He was a small boy at one time, running barefoot with the other boys. He had the same trouble with his arithmetic and "jogafy" lessons that we have all experienced. During these days of swimming-holes, pants out at the seat, and hair out at the crown of his hat, he thought of the days that were to come—when he must earn his own living, and contribute to the sustaining of the family home. It may be that he was eventually a messenger boy, and, like others who have carried messages, stopped to indulge in the festive game of "keeps," or loitered when a dog fight was in progress. After a time he was an operator, and as such hustled baggage, cleaned and put out switch lights. He has worked nights, no doubt, and many times, when he felt tired and worn out, has anxiously looked for the streak of light betokening the approach of day. During these embryotic days of "officialdom," he, doubtless, complained of the many injustices which are heaped upon operators by dispatchers, and vowed that when his time came to tell them to "Copy 3," he would be more considerate with the poor, overworked, and underpaid telegrapher. His turn finally presented itself. Like the new broom, he was all right for a while, and, after the lapse of a few months, he wondered that it could have been possible for him to at one time have been a telegrapher. In the course of events, he became Chief

Dispatcher. He unwisely figured that there is nothing in common between official and employe. He, no doubt, believes that the official should wear good clothes, and eat good food, while the poor telegrapher should starve, or nearly so. It may be that this same French poses as a Christian, or leads a class in the Sunday School.

He is not the only Chief Dispatcher whom we can call to mind that deserves public recognition as a would-be slave driver.

One of the most annoying class of people that the organization has to deal with, are those that are of our own household.

The best and most consistent friends that telegraphers have, as a rule, among the general officers of railways, are those who have risen in the ranks from some department other than the telegraph.

It is not to be controverted that the telegraph is one of the most important of all the railroad departments, and those in it, who have enjoyed a little measure of success—those who should, by reason of early training and knowledge, be our friends—should broaden out, and not try to impede the progress of those who are making it possible for all to enjoy better conditions.

A Glance Backward.

AS the end of the year 1899 approaches, it may be as well to briefly review the work of the Organization during the year. It is gratifying to note that the Order has made steady and substantial gains. It may not have moved fast enough for some, but the great majority of telegraphers will be satisfied to know that progress has been made in every direction. The truly great and lasting reforms of the world come slowly, and only after the expenditure of much effort. Quick movements usually lack the uniform thought and action which are so essential to permanence and stability. There are many reform ideas which will, no doubt, be put into practical use after the masses of the people have assimilated the more elementary ideas and have established a foundation on which to build a durable structure. One of the greatest drawbacks with which an organization of wage-earners has to contend, in reaching some of the higher

planes, is the impatience exhibited by the thoughtless, which prevents thorough organization. It is to be presumed that the telegraphers are troubled more in this respect than other classes, whose membership have an occasional opportunity of meeting together and deliberating with each other upon matters of interest to their craft. In the early part of the Order's life, it directed its entire energy to the fraternal feature of organization and succeeded in building a large and influential society. Later on it branched out as a protective association, and since that time has succeeded in securing many thousands of dollars increased pay and more equitable conditions of employment for its members. Still later a Mutual Benefit Department was established, which has done much for the beneficiaries of deceased members.

During the past twelve months, the Organization has secured thirteen schedules, has reinstated thirty-nine members who were wrongfully discharged, has secured employment for three hundred and eighty-seven brothers, and has paid to the beneficiaries of deceased brothers, \$17,700. To have accomplished such results, a vast amount of labor was performed by the members and representatives of the Order. Yet, notwithstanding all this advantageous work, it is not an uncommon thing to hear men, who have not had the manliness and courage to associate themselves with their brothers, say that the Order is no good. The trouble with such men is that they expect to join an organization to-day and reform the world to-morrow. They fail to properly appreciate the immensity of the task which has to be performed by wage-earners before their condition can be materially benefited. They think that increased salaries and shorter hours should come to them as a result of their membership before they have done anything to bring about such, much to be desired, changes. They do not even consider the good that has been accomplished by the Organization in decreasing the number of telegraphers, by checking the indiscriminate teaching of students, which has in the past been the bane of the telegraph business.

The efforts of the Order along legislative lines have been productive of much good. Thousands of dollars have been spent for representatives to look after our interests, and the enactment of many equitable federal and state laws have been secured. The credit for all these accomplishments is due to the members who remain with the Order during the days of prosperity or adversity and who will likely be found on the rolls until the day of their death. The ephemeral fellows, those who come in and stay six months and then allow their membership to lapse for non-payment of dues, are of little consequence, for they have not learned that the wage and hour question are but a speck in comparison with the aims of organized labor. The Editor has knowledge of one road, on which are employed 900 telegraphers, that took many years to thoroughly organize. There has been no change in its percentage of membership during the past seven years, for the reason that the conditions of employment are equitable, and very few leave the service. Those who come to the road are generally Union men, and those who are not are quickly persuaded into line, for each member seems to think it is his bounden duty to see that the new-comer is put in line with the prevailing sentiment of Unionism at the very earliest possible moment.

On another road two unsuccessful attempts were made by the members to secure equitable conditions, but they did not relax their efforts in the matter of perfecting their Organization, and the third time their patience and perseverance was rewarded by a successful adjustment of their troubles. It is not to be expected that the Order will succeed in its every effort, it is bound to meet with some reverses. A reverse, however, does not prove that right is not on our side, nor that we will not eventually make our point to those who are strongly imbued with the justice of our claims, at the same time that they are perfectly cognizant of the practical and impractical sides of the question. A reverse means for them another and a new effort to obtain what they know to be right. With patience and a thorough organization, and above all the exercise of good judgment on the part of our membership, success is bound to come in the end.

The Value of Concerted Action.

A GOOD lesson in organization is being taught the people by the actions of the various railway companies in regard to their application for an extension of time for the application of Automatic Couplers and Air Brakes. They do not take individual action in a matter that interests all of them, for they know the power of organized effort. A clear-cut instance of this kind is contained in a circular letter sent out recently by the chairman and secretary of one of their committees, a copy of which is given below:

Mr. John K. Cowen is President of the Baltimore & Ohio Railway, with 80 per cent of his road's cars equipped as provided for by law. Mr. Jos. Ramsey, Jr., is General Manager of the Wabash, with 93 per cent of his road's cars equipped. Yet with this showing they are solicitous of the welfare of their more unfortunate brethren, and recommend that common cause be made by the railroads on the proposition of an extension of time in which to equip cars with safety appliances, as provided for by law.

Could there be a more striking example of the benefits to be derived from a coalition than the circular sent out by the Chairman and Secretary of an Executive Committee, representing the great bulk of the railways of this country, on the matter of safety appliances and equipment for railway cars used in interstate traffic?

Committee on Extension of Time for the Application of Automatic Couplers and Air Brakes.

ST. LOUIS, MO., October 18, 1899.

Dear Sir:—As a result of correspondence and interviews with the managers of a large number of the railway lines of the country, and a consideration of the subject by the Executive Committee and members of the American Railway Association, the Chairman and Secretary of the Committee which was appointed two years ago to secure an extension of time for the application of automatic car couplers and air brakes, have concluded to send out this

circular letter with a blank application for an extension of one year in the time in which to fully comply with the requirements of the law.

While some few of the railroads have fully complied with the law, and a large number have nearly complied with it, some of the railroads are considerably behind in this work, the average percentage of all cars equipped with automatic couplers on June 30, 1899, being about 80 per cent. As under the conditions of the law extension of time can only be granted to railroad companies making application for such extension, and as an extension of time to one road and not to another would work a hardship on the road not receiving the extension, in that it could not receive cars in interchange that were not fully equipped, while a road receiving such extension could receive such cars, it is desirable that all roads make application so that the extension of time, if granted by the Commissioners, will apply to all railroad companies. Therefore, the Committee would urge the signing of the inclosed application upon the part of your company.

Return signed application to the Secretary at St. Louis.

For the Committee:

JOHN K. COWEN, Chairman.

JOSEPH RAMSEY, JR., Secretary.

Appointment of Second Vice-President.

BRO. A. L. TAYLOR, of Leavittsburg, Ohio, has been appointed by President Powell as Second Vice-President of the Order of Railroad Telegraphers, in accordance with Section 17, of the Constitution. Bro. Taylor needs no introduction to the membership, having been connected with the Order for many years, in different official capacities. He is a man of much experience, both in the affairs of the Order and those of the world, and we have no doubt but what his administration will in every way prove satisfactory.

THE TELEGRAPHER joins with his many friends in wishing him the greatest success.

Organizers' Commissions.

COMMENCING with January 1, 1900, no more organizers' commissions will be issued to members, excepting those employed by the Grand Division, who make an exclusive business of organizing. Each and every member is invited to do what organizing is possible, and this work can be done without a commission being issued for the purpose. Every member of the Order is authorized to receive applications from those desiring to join, and activity of this

kind will be highly appreciated, not only by the officers of Divisions in their territory, but all other active members.

The success of this Organization has been brought about by the persistent work of individual members, who have done it all from a knowledge of the principles involved and a laudable desire to help others.

The Order is what its members make it. It is possible for it to be the most influential organization in the American labor world. A steady continuance of the present activity would bring that about.

Editorial Notes

Wishing you a Merry Christmas.

Remember the Colorado and Southern Railway.

Another year and the nineteenth century will be a matter of history.

When you get our June 30th card you will receive one of the new emblem lapel buttons, free.

Messrs. Pollak and Virag, of Buda-Pesth, Hungary, have arrived in Chicago, their mission being the capitalizing of their rapid telegraph invention.

If members of the Order would insist upon having a union label on goods they purchase, they would be helping the cause of unionism in an effective, yet inexpensive, way.

The division cards for the term ending June 30, 1900, are now ready. They are a thing of beauty, and a joy for—six months. A new departure is made, in that they show the date of issue on the back.

The hod carriers in the Cripple Creek District, Colorado, have won out in their

strike for \$4.00 per day and eight hours' work. What will highly skilled non-union telegraphers think of that? The hod carriers deserve our thanks for the object lesson and altogether laudable example.

"Respect yourself, and others will respect you." If that motto was framed and hung in every telegraph office in the land it would help the cause of the telegraphers. As a general thing they hold themselves too cheap.

If railroad officials and duly-elected representatives of their employes could arrange to have amicable yearly conferences in regard to matters pertaining to the welfare of their employes and the road, it would be a step in the right direction. The time is coming when profit-takers will have to confer with profit-makers.

Bro. Hiller desires a correction made in bold-faced type, on account of the typographical error in his article in the November number, page 942, where he says, "and even if he is a recluse and mingles not in the society of other things like himself, etc." The word should be "beings," instead of "things," as Bro. Hiller did not intend to cast a slur.

We have received a copy of the *Railway Times of India*, with a request for exchange, that is cheerfully complied with. It is the official organization of the Amalgamated Society of Railway Servants in India, and its motto is, "Let us aid each other, and grow strong by each other's help; above all, let us have a fair distribution of the world's leisure, pleasure and treasure."

"Stories of the Railroad," by John A. Hill, is one of the best collection of railroad stories that we have seen in many a day. It is a series of observations and experiences that have come to a man familiar with the starting bar of a locomotive, put into print with a facility of expression and happiness of manner that does not often occur with the man that is really "up against it." The Doubleday & McClure Co., of New York, are the publishers.

The Secretary and Treasurer of Missouri Pacific Division No. 31 has started an innovation, by sending to each member of that division a circular letter, describing in detail the work accomplished by the General Committee of that division during the past year. It is a good showing, and calculated to maintain general interest in a division that can accomplish such meritorious work. There are many other divisions that would help themselves materially if they were to follow this example.

If people could only be induced to mind their own business what a change it would make all around. If the superintendent would look after his railroad business and not go prying around to see what church or labor organization his employes belong to; if the train dispatcher would look after his trains and not stop to criticise the superintendent or bully the telegraphers along the line; if the agent would look after his freight, ticket and baggage business, instead of trying to load it all onto the telegrapher; if the telegrapher would always be on hand for receiving and transmitting telegrams and watching the work of the wires—well, if that was ever to be the case, railroad life would be quite different.

A letter to the membership from an eloquent General Chairman says: "A peasant, no matter how illiterate and devoid of intelligence, will not hesitate to scatter his last bushel of wheat over plowed ground; yet there are many telegraphers who regard the payment of a small amount, to join the Order of Railroad Telegraphers, and the payment of dues, as simply an expense yielding nothing in return." That remark is a center-shot. It not only applies to telegraphers, but to all other underpaid, unorganized classes. The statement cannot be successfully refuted that the mite paid to the union is the best investment the wage-earner ever makes.

While riding in the street car recently one prosperous-looking party was heard to remark to another equally prosperous-looking individual, "Yes, if Jim can work non-union miners this winter he will make some money." Then followed a long tirade about impositions practiced upon employers by members of unions. The irony of the situation, of course, was not perceptible to these citizens who were engaged in conversation—their desire to make money out of other men's labor was perfectly righteous in their eyes. They regarded the men who would club together to protect themselves as being conspirators against their peace and happiness. To mention to such men that they ought to have fraternal regard for the men who were making money for them would be to excite their derision.

Every year in Europe and America there are, at the lowest estimate, 20,000 new books in the English language claiming our attention, says Thomas W. Handford, in *Facts and Fiction*. These new books are what we call "current literature." The book shelves of the world are asked to make room for these, and you and I are invited to read them. Now, what are we going to do about it? Let us see what the possibilities are. This year, that brings us 20,000 books to read, brings only 365 days in which to read them. Now, suppose we had the time and inclination to read one book every day—a book, say, of 300 pages. Every day a book would find us at the end of the year with 365 books read. This would be a prod-

igy of work, but there would remain unread 19,635 books of that year's production. This piece of information is certainly discouraging, as the reader who intends to keep abreast of the times is bound to find that something he ought to have read has got away from him. One of this vast number of volumes that should be read, more especially by wage-earners, is "Waiting for the Signal," by Henry O. Morris, of Pueblo, Colo. It is an interesting piece of literature, of the reform variety, written by a man whose heart beats in sympathy with the oppressed. Every recent phase of Mammon's incursion upon the rights of the people is

A General Manager, in an argument a short while ago, tried to defend his position at the outset by refusing to give his telegraph employes a contract, by saying that his agents and operators were confidential employes of the company, and, therefore, were not entitled to stated hours of service, scheduled wages, or uniform methods of discipline. Many of his "confidential employes" are working 16 to 18 hours a day for an average salary of \$35.00 per month. Amusing, isn't it, for the telegraphers to think they are so near the throne and then not to receive the salary of a "Dago" sectionman. Telegraphers who



SCENES ON THE MISSOURI PACIFIC RAILWAY. ZINC MINES NEAR JOPLIN, MO.

touched upon, and a way out is suggested without an appeal to force, as the title might suggest. The author firmly believes that reforms can be inaugurated by political parties, and the country is to get a new start by means of another declaration of independence and a model constitution, in which the powers of the judiciary are defined, and, what is more important, minimized. A delightful little romance is interwoven through the work that maintains interest in the narrative from one cover to the other. One is better for having read such a clear presentation of the condemnatory proceedings that ought to be filed against existing conditions.

work long hours for a pittance should brace up and have some reliance in themselves, and place some value on their labor. Just think of men who have fair education telegraphing and running stations, where thousands of dollars of business is handled monthly, for \$40.00 and \$45.00 per month, 12 to 18 hours a day, every day in the year. Many of the telegraphers throughout America have been sleeping on their rights, but from present indications of business at headquarters and in the field, they are fast awakening.

We are told that wealth does not bring happiness and we know that poverty does not.

THE MUTUAL BENEFIT DEPARTMENT

ASSSESSMENT NO. 14 IS DUE ON
NOVEMBER 1, 1899. TIME
FOR PAYMENT EXPIRES DE-
CEMBER 31, 1899.

The practice of remitting postage stamps instead of money orders to headquarters for assessments has reached a stage where it is necessary to call a halt.

On account of many members being located at isolated stations, where money orders or drafts could not be easily obtained, no objection has been raised up to this time, but the privilege has been abused, and to such an extent that it is not considered practicable to allow any further latitude in this direction. Remittances should be made by Express Money Order, Postal Money Order, Draft or Registered Letter.

It would save much work at headquarters if members would indicate their individual record on their letters similar to this: James Brown, Cert. 1, Div. 2, C 3. Thus showing both their O. R. T. and M. B. D. record at a glance.

CLAIM No. 25.—Amount \$500; was paid November 7th to Mrs. Amanda M. Richards, of Strong City, Kansas, the mother of Brother R. C. Richards, of the Grand Division, who was struck by lightning and instantly killed at McCarty's, New Mexico, on July 29, 1899.

CLAIM No. 11.—Amount \$1,000; was paid November 11th to Trust and Guarantee Co., Limited, of Toronto, Ontario, the administrators of the estates of our late

Brother William Cator and his wife, of Rogers Pass, B. C., who were killed in a snow-slide on January 31st, last. Delay in paying this claim was caused by legal complications on account of the death of the beneficiary and children of Bro. Cator.

Have You Paid Assessments for 1899?

Many persons are so thoughtless about matters appertaining to their own welfare that they actually forget to send in their assessments until their local secretary advises them they are about to be dropped from the roll on account of it. It is not from a lack of interest in the organization, but their time is taken up day after day with company matters, and other things are left to care for themselves.

In many instances the seven assessment slips that are sent to each member at the beginning of the year get lost or mislaid and the dates of assessments forgotten, with the result that the matter is neglected. Assessments are due from each and every member holding a certificate, on the first day of February, April, May, July, August, October and November; the amount of each assessment is, according to the series, either 35 cents, 50 cents, or one dollar. These seven assessments, or any part of them, may be remitted at one time, thus saving a little in expense and time and insuring against the contingency of letting the matter being lost sight of. Many members pay their year's assessments at the beginning of the year—a very good plan when it can be afforded.

Gleanings

Join the union of your craft and induce others to do likewise.

* * *

Switzerland is now going through the formalities of taking possession of the principal railroads.

* * *

From all that can be learned in the labor press there is no cessation of organization in this country.

* * *

The trade union deposits in the Post-Office Savings Bank of England amounted to \$2,500,000 last year.

* * *

The man who does good, hoping for nothing in return, is the only reformer who will be sure of his wages.

* * *

An eminent philosopher once said that "if a man's foresight was as good as his hindsight, he'd be better off by a 'damnsight.'"

* * *

Do not think that nothing is happening because you do not see yourself grow or hear the whirl of machinery. All great things grow noiselessly.—*Drummond*.

* * *

The New South Wales government is now dependent on the labor party, which holds the balance of power, and it can well be believed that the laborites are demanding concessions.

* * *

The London (England) Society of Compositors has offered to loan New York Typographical Union, No. 6, \$10,000, to be used in its fight against the *New York Sun*. The bond of sympathy between labor circles enriches the world.

The man who will take advantage of the work of others is more or less of a useless appendage, whether he be a poor man or a rich man. Don't rail away at the wealthy classes unless you are doing your share of the reform work yourself.—*People's Press*.

* * *

Inasmuch as great wealth is an instrument which is uniformly used to extort from others their property, it ought to be taken away from its possessor, on the same principle that a sword or a pistol may be wrested from a robber who shall undertake to accomplish the same effect in a different manner.—*Thos. Skidmore*.

* * *

What do you think of the declaration that all men are born free and equal, when a dozen men in the smelter trust can throw 80,000 of their equals out of a job by simply saying so? If they were born equal, one has certainly lost much and the other gained a great deal. Don't you think so?—*Living Issues*.

* * *

Half of humanity to-day is engaged in useless toil. At least under an ideal and just system and order of industry and economics, there would be no need of it; and when people who now drudge and toil 10 and more hours in 24, they would only need to work five under a system of economics and industrial brotherhood, and would have ample time for leisure, recreation and self-education.—*Saturday Night*.

* * *

There is a serious strike in Havana. Some 12,000 workmen are out for a raise of wages, and a dispatch says that the trouble is taking a new turn, and inflamma-

tory speeches are being made in favor of the eight-hour day. In other words, it's "inflammation" to talk about working fewer hours in Cuba.

* * *

The Amalgamated Society of Engineers will build its own block for headquarters in London, at a cost of \$43,500. The union is also sending \$1,400 a week to Denmark to assist the workers who were locked out, which is more than all America sent over all told. Mr. Isaac Cowen, of Cleveland, has just been elected American organizer of the society, and is located in New York.

* * *

The laws that the struggling atoms make to relieve their distress are themselves the result of mightier laws than we can only guess at. What the further result will be—for who shall dare to say that any result will be final?—none can tell. We can only base our hopes on what the past has given us, and do the duty nearest at hand, after having made sure that it is a duty, and not a preference. But one thing is clear, and that is that not conquest, but adjustment, is the true solution of the difficulty. Instead of there being "nothing to arbitrate," things are to be arbitrated. The final arbitrators must be all the people, rather than a class, and when we have an organization—a government—that will make such an arbitration possible, we shall perhaps see that the voice of the people is the voice of God.—*Ainslee's Magazine* for September.

* * *

Possibly most of the people who are familiar with the picture of the chocolate girl which Messrs. Walter Baker & Co., Ltd., have used for so long as their trademark, think it a creation of some artist's fancy. On the contrary, it is a portrait—the portrait of a very pretty Viennese woman—and has a romantic story attached to it. It seems that, some years ago, a young German student, of noble birth, fell in love with the pretty chocolate girl who served him with this delicious beverage in a Vienna

café. She was a respectable girl, and he an honorable gentleman, and he married her. He felt proud of her humble origin, and had her portrait painted by a famous Swiss artist, Etienne Liotard, in the picturesque costume she wore when he first met her, and this portrait is now among the most valued art treasures of the government.

* * *

The organization of labor for its own defense and benefit has again and again proved its merits and value. Organization has demonstrated its efficiency by increasing wages and by securing more favorable conditions for labor. Besides that the great combinations of capital have made it essential that the workingmen should similarly combine together for their common advantage. But the stronger their union the easier it should be to convince their employers that arbitration is a much more efficacious device than either strikes or lock-outs.—*Philadelphia Ledger*.

* * *

G. H. Smith, a young workman in a tinplate factory at Cardiff, Wales, claims to have invented an improvement on Marconi's system of electrical transmission through space. He asserts that he has made a better transmitter than Marconi, a more sensitive receiver and a method of focusing rays so that they can only be picked up by one receiver and cannot be intercepted. "I dispense entirely with the high vertical wire," he is reported to have said, "and guide and focus the electrical waves so they have a width of only one inch in passing, thus making it impossible to intercept them, unless, indeed, a ship could poise its receiver in the particular inch of space through which the rays pass. I am convinced I can telegraph or telephone up to 150 miles. My apparatus can be put on a table or anywhere else, and can send a message through a window or wall. It can be worked through the Wheatstone machine up to 500 words a minute."



PERSONAL MENTION

BORN.—To Bro. and Mrs. T. L. Foster, of Alto Pass, Ill., on November 3d, a fine eleven-pound O. R. T. girl.

BORN.—To Bro. and Mrs. W. F. Sien, of Colorado City, Colo., a nice little O. R. T. girl, on October 8, 1899.

BORN.—To Bro. W. T. Brasher and wife, of Santa Monica, Cal., November 27th, a fine eleven-pound O. R. T. boy.

BORN.—To Bro. and Mrs. E. E. Hoffman, of Osgood, Pa., a fine seven-pound O. R. T. girl, Tuesday, November 21st.

BORN.—To Bro. and Mrs. H. D. Vowiel, of Red Bud, Ill., on September 23, 1899, a ten and one-half-pound O. R. T. boy.

BORN.—To Mr. and Mrs. J. J. Smith, of Gurnee Junction, Ala., on October 23d, a ten-pound O. R. T. girl, a believer, too.

WANTED.—The present address of Bro. G. Harris. "SM," if you see this, write me at old stand. E. D. REITER.

A COMBINATION lineman and telegrapher may learn of a good position by corresponding with the Secretary and Treasurer at once.

BORN.—To Bro. and Mrs. Zara L. Dean, of L'Ange Gardien, West Quebec, a fine O. R. T. boy, on the 6th day of November, 1899.

BRO. J. R. T. AUSTON has been appointed agent for the International Mexican Railway at Reata, Mexico, and is very comfortably situated.

WANTED.—Address of A. M. Burch, last heard from at Simpson, Wyo. If you see this, "HX," write to J. W. Crawford, 149 Clybourn Place, Chicago, Ill.

BORN.—To Bro. and Mrs. J. B. Curley, of Visalia, Ky., November 16th, twins, boy and girl. All doing nicely at this writing.

BORN.—To Bro. and Mrs. S. H. Stewart, of Centretown, Mo., November 13th, an eight-pound girl. Bro. Stewart advises she is strictly of the O. R. T. variety.

MARRIED.—Bro. R. Francis Exline and Miss Fannie Faulkner were united in marriage at Dialton, Ohio, on Thursday, November 9, 1899. Their many friends send congratulations.

WANTED.—Present address of J. Q. Adams. Last heard from was working for the O. R. & N. Co. "Peg," if you see this, write me. Levi M. Wilson, 406 Fremont street, Creston, Iowa.

MARRIED.—Bro. William Heywood Allen and Miss Mary Thomas were united in marriage on Wednesday, November 22d, at Marysville, Mont. The fraternity on the Northern Pacific and elsewhere send hearty congratulations.

ON OCTOBER 29th Bro. B. W. Hayden, agent at Comstock, Tex., was painfully injured. As he was closing a door to a car into which he had loaded some horses, one of the animals kicked him in the face, breaking his lower jaw.

MARRIED.—Bro. R. E. Gordon and Miss Mary C. Messman were united in matrimony on Wednesday, November 22d, at the home of the bride's mother, at Martinsburg, W. Va. Bro. Gordon is a highly esteemed member of Cumberland Division, No. 162, and Miss Messman is one of the belles of old Martinsburg. They have the hearty congratulations of Division 162 and the rest of the membership.

WANTED.—Present address of T. P. Mahar, last heard of on Los Angeles Division, Southern Pacific Railway. Left there for Mexico. Please advise

W. T. BRASHER,
Soldiers' Home, California.

MARRIED.—Perham-Bird. At Denver, Colo., November 18, 1899, Bro. Henry B. Perham to Mrs. Tule C. Bird. (Parties not getting their TELEGRAPHER on time will understand the rest.) At home, 1378 Loretta avenue, St. Louis, after December 10th.

MARRIED.—Bro. L. J. Baldwin and Miss Ethelyn Hickok were united in marriage on Monday evening, October 30th, at the home of the bride's parents, at Lyons, Mich. The happy couple will settle down at Collins, Mich., where Bro. Baldwin is agent for the D., G. R. & W. R. R. Co. Congratulations.

CONDUCTOR LUCKETT, of the Long Island Railroad, was killed October 10th by falling off the top of a freight car while in motion. He leaves three brothers (all members of O. R. T., Division 44, of New York, and one sister, to mourn his loss.

The telegraphic fraternity extend sympathy and condolences to the bereaved relatives and friends.

MARRIED.—Miss J. M. Vennard and Mr. L. L. Doyle were united in marriage at St. Louis, Mo., December 6th, at the residence of the bride's mother. Miss Vennard is sister-in-law to President Bro. Powell, and has been stenographer in his office for some years past. Mr. Doyle is connected with the New York Life Insurance Co. The happy couple will locate at Peoria, Ill. Congratulations are extended from a host of friends.

MARRIED.—Potticary-McAllister, at Maple Lawn, Comber, Ontario, October 17th, at the residence of the bride's parents, by the Rev. J. H. Kirkland, assisted by the Rev. Alex. McGregor, E. M. Potticary to Maud McAllister. Bro. Potticary is freight and ticket agent for the M. C. Ry. at Woodslee, Ont., and a member of Niagara Falls Division 255. The members of 255 congratulate him on having secured one of Comber's most beautiful and accomplished young ladies, and wish the happy couple health, wealth and happiness.



MISCELLANY

The Safety Appliance^T Act.

AS late as November 22, 1899, one hundred and five railroad companies have filed applications for further extension of time within which to equip their cars with safety appliances, for the period of one year, or until January 1, 1901. The following documents from the Interstate Commerce Commission are self-explanatory:

RAILWAY SAFETY APPLIANCES.

Notice is hereby given that numerous railroad companies have applied to the Interstate Commerce Commission for further extension of time (for the period of a year, or until January 1, 1901) within which to equip their cars and locomotives with automatic couplers and power brakes as provided by Sections 1 and 2 of an Act approved March 2, 1893, relating to the equipment of cars and locomotives with safety appliances, and that a hearing upon such applications will be had at the office of the Commission in the city of Washington, D. C., on Wednesday, December 6, at 10 o'clock a. m., at which time and place all persons interested will have opportunity to be heard in person or by counsel, whether for or against such extension, and may forward by mail any affidavit, statement or argument bearing upon the question.

By order of the Commission:

EDW. A. MOSELEY, Secretary.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 21st day of November, 1899.

Present: Martin A. Knapp, Chairman; Judson C. Clements, James D. Yeomans, Charles A. Prouty, Commissioners.

In the matter of the application of certain railroad companies for further extension of time within which to comply with the provisions of the Safety Appliance Act, so called, approved March 2, 1893.

WHEREAS numerous railroad companies have recently filed petitions with the Commission for further extension of time (for the period of a year, or until January 1, 1901) within which to comply with the provisions of Sections 1 and 2 of the Act "To promote the safety of employes and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes and their locomotives with driving-wheel brakes, and for other purposes," approved March 2, 1893, and have asked for a full hearing on said petitions as provided by Section 7 of said Act: and

WHEREAS other petitions of like import and asking a similar extension of time will probably be filed:

NOW, THEREFORE, IT IS ORDERED:

1. That all such petitions which have been or may be filed on or before December 1, 1899, will be heard by the Commission at its office in the City of Washington, D. C., on Wednesday, December 6, 1899, at 10 o'clock a. m., at which time and place all persons interested will have an opportunity to be heard, whether for or against such extension of time, and may appear in person or by counsel and file any affidavit, statement, or argument bearing upon the question.

2. That each petitioner file with the Commission, at least two days before such hearing, a statement of the following facts:

(A) The total number owned of (1) locomotives, (2) passenger cars, including baggage, mail and express cars, (3) freight cars.

(B) The number equipped with automatic couplers and power brakes of (1) locomotives, (2) passenger cars, (3) freight cars.

(C) The number to be equipped of (1) locomotives, (2) passenger cars, (3) freight cars.

This requirement is designed to bring down to December 1 the statements which appear in most of said petitions as of October 1, 1899.

3. That each petitioner, immediately upon receipt of this order, cause to be posted on all of its bulletin boards a notice in the following form, the blank spaces being properly filled:

SAFETY APPLIANCES.

"Notice is hereby given that the _____ Rail_____ Company has applied to the Interstate Commerce Commission for a further extension of time (for one year and until January 1, 1901) within which to equip its cars and locomotives with automatic couplers and power brakes, as provided by Sections 1 and 2 of an Act approved March 2, 1893, relating to the equipment of cars and locomotives with safety appliances, and that a hearing upon said application will be had at the office of the Commission in the City of Washington, D. C., on Wednesday, December 6, 1899, at 10 o'clock, a. m.

"All persons interested, whether for or against such extension, will have opportunity to be heard in person or by counsel at the time and place above named, and may file with the Commission, at or before the hearing, any affidavits, statements or arguments bearing upon the question.

"By order of the Commission.

"EDW. A. MOSELEY, Secretary."

Each petitioner will be required to file with the Commission, on or before the hearing, an affidavit showing that notices have been posted in accordance with this requirement.

By the Commission:

[SEAL.] EDW. A. MOSELEY, Secretary.

A Good Move.

THE officials of the Southern Pacific Company, who have recently proven themselves to be as liberal in spirit as they are fair-minded, have made another move that will be a direct benefit to the telegraph department of their immense system. It is in strengthening the position and defining the jurisdiction of the Superintendent of Telegraph. On most roads, that position is an ambiguous one, the salary being paid by a commercial telegraph company in some cases, in others jointly by the railroad and commercial companies, and in a few instances by the railroad companies only.

Telegraphers are hired and discharged, in most cases, by men who do not know a dot from a dash, with the usual amount of friction and ill-feeling that might be expected under the circumstances. This situation has been changed by the Southern Pacific Company, as the following circular will attest:

OFFICE OF THE

FOURTH VICE-PRESIDENT AND GEN. MANAGER.

SAN FRANCISCO, CAL., November 8, 1899.
Circular No. 29.

With a view of more fully defining the jurisdiction of the Superintendent of Telegraph since the adoption of an agreement between the Southern Pacific Company and the Order of Railway Telegraphers, the following instructions, supplementary to those contained in the General Manager's Circular No. 23, of January 28, 1898, are issued:

The Superintendent of Telegraph shall have charge of all matters connected with the telegraph department. He shall select all persons as legislated for in the agreement with the Order of Railway Telegraphers seeking employment with the company; shall have charge of their promotion, in conjunction with the Division Superintendents; and shall decide all questions of seniority in connection with their service, but their assignment shall be made by the Division Superintendents. He shall decide all questions arising under the agreement referred to between the com-

pany and employes of the telegraph department, subject, however, to appeal.

He shall give such instructions as may be required to insure perfect conduct of the railroad and commercial telegraph business, and all requisitions for instruments, material and supplies necessary for the carrying on of the business shall be addressed to the Superintendent of Telegraph, who will arrange for the furnishing of same.

The Superintendent of Telegraph shall be assisted on each division by the Chief Dispatcher of that division acting as Division Operator, with whom he shall communicate direct on all technical matters relating to telegraph lines and instruments, or on matters relating to business of the Western Union Telegraph Company; but all matters relating to discipline, increase or decrease in force, changes in rates of pay, increase or curtailment of amount of work to be done, should be taken up with the Division Superintendent, to be by him transmitted to the Division Operator for attention.

A record of all employes of the Telegraph Department leaving the service of the company shall be furnished the Superintendent by Division Superintendents, giving the dates of their service, with all other information necessary for the issuing of clearances, as provided for in the agreement, which should be done by the Superintendent of Telegraph.

Requisitions for the construction of new or the reconstruction of old telegraph lines, as well as all complaints relating to the general conduct of the telegraph service, should be addressed to the Superintendent of Telegraph.

J. KRUTSCHNITT,

Approved: 4th V.-Pres. & Gen. Man.

C. P. HUNTINGTON,
President.

"The toad beneath the harrow knows
Exactly where each tooth-point goes;
The butterfly upon the road
Preaches contentment to that toad."
—Rudyard Kipling.

Boycotters Restrained.

IN the trouble between the New York *Sun* and its employes a restraining injunction was delivered by Judge Henry W. Bookstaver against Typographical Union No. 6, commonly known as "Big Six," which is causing much unfavorable comment in labor circles. An injunction restraining or prohibiting moral suasion is as unconstitutional as it is arbitrary and improper. The lawyer who can devise a scheme to prevent working people from organizing for offensive or defensive purposes, or who can prevent people from advising their friends not to deal with one who is regarded as a common enemy, has not yet been born.

The printers are enjoined:

1. From advising or requesting, whether by oral communications, by letters, or by printed circulars, the advertising customers of this plaintiff, or persons who might become its advertising customers, to desist or refrain from advertising in its newspapers or either of them, the *Sun* and the *Evening Sun*.

2. From resorting to any species of threats, intimidation, force, or fraud to accomplish such purpose, or procuring other persons to do so; from preventing or attempting to prevent any newsdealer, newsboy, newsman, or newswoman from selling the said newspapers of the plaintiff, the *Sun* and the *Evening Sun*.

3. From resorting to any species of threats, intimidation, force, or fraud to bring about such results; from "picketing" the establishment of this plaintiff for the purpose of intercepting its employes while going to or returning from its said places of business, and by intimidation, threats, force, fraud, or defamatory publications inducing or procuring them to quit the employment of this plaintiff.

4. From, in any other manner, or by any other means, interfering with the property, property rights, or business of the plaintiff.

The futility of such a restrainer must be apparent to all. The publication of such a document is sufficient in itself to boycott the *Sun* without a word of comment from the publisher.

A System of Espionage.

COL. JAMES G. KILBOURNE, President of the Kilbourne-Jacobs Manufacturing Co., of Columbus, Ohio, made public a letter on November 29th, purporting to be from one J. K. Turner, manager of the Manufacturers' Information Bureau, of Cleveland, Ohio, offering to furnish a complete report of the secret sessions of the convention of the American Federation of Labor, to be held in Detroit, December 11th. The letter says:

"Pursuing the policy we have followed for years, we will have several of our operatives present at this convention, through whom we will receive a complete report of all their proceedings, including secret sessions. Under our system of co-operative reports we are enabled, on account of our large clientage, to furnish this report to any one desiring the same, for the sum of \$15, with the distinct understanding that the information therein contained will be treated as strictly confidential.

"Those who have had experience with union and non-union men will readily agree that the tendency of unionism is to make the men rebellious and disobedient to their employers. It also makes them dishonest, because they violate the terms of their agreement, and impudent, in making extravagant demands upon their employers.

"Consequently, we believe it is important to the interests of every large manufacturer to prevent, as far as lies in his power, the seeds of dissension to be sown among their employes by these labor agitators."

In his reply to the letter of Mr. Turner, Colonel Kilbourne said:

"The proposition it contains seems to me so infamous that I shall give the letter and my reply to the press. We have never engaged spies in our business, and certainly shall not do so against the most defenseless class with whom we have to deal."

The whole story sounds like an excerpt from "Uncle Tom's Cabin." It is difficult to realize that such dastards are walking the streets, looking honest men in the face. "Impudent in making extravagant demands." Forsooth.

Paris Railway Congress.

THE Department of State announces in advance sheets of consular reports that it has received from the Belgian legation the programme for the sixth International Congress of Railways, which will meet on September 15, 1900, at Paris. The subjects to be discussed are:

Section 1, Ways and Works—Nature of metal for rails; rail joints, points and crossings; maintenance of way on lines with heavy traffic; methods of dealing with snow; construction and tests of metallic bridges; transition from a rising to a falling gradient; preservation of timber; ballast; creeping of rails.

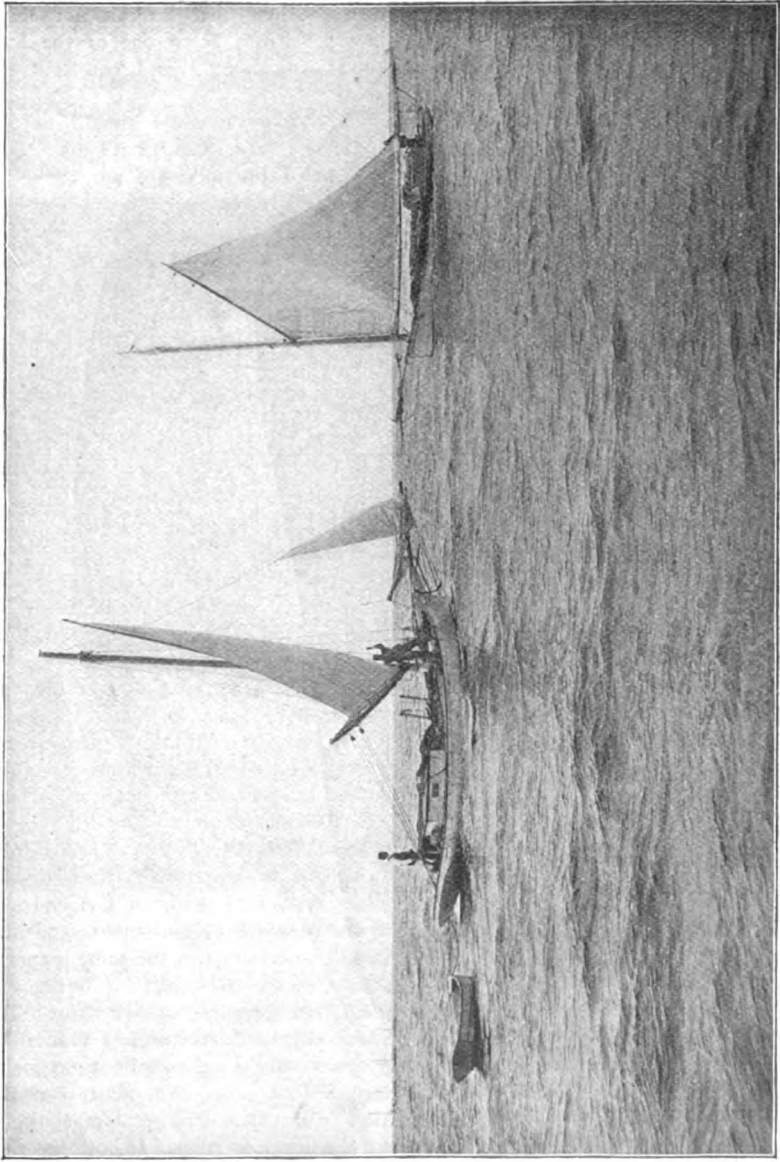
Section 2, Locomotive and Rolling Stock—Exhaust and draught in locomotives; locomotives for trains run at very high speed; stability of locomotive axles; banking, piloting or double-heading; purification of feed water of locomotives, and use of disincrustants; use of steel and ingot iron in construction of locomotives and rolling stock; brakes and couplings of carriages and wagons; economical size of goods trucks, or capacity of freight cars; electric traction; automotor vehicle.

Section 3, Traffic—Train lighting; handling and conveyance of broken loads; long-distance goods trains; economical interlocking apparatus; automatic block system; signals for repeating visible signals; use of the telephone; safety appliances for preventing collisions arising from runaway wagons; sorting by gravitation; distribution of rolling stock.

Section 4, General—Accounts; railway clearing-house; grouping of goods; technical education of railway servants—appointment and promotion; co-operative societies and stores under railway management; facilities for customs inspection.

Section 5, Light Railways—Influence of light railways on national wealth; means of developing light railways; main lines crossed by light railways; conveyance of farm produce to stations on main railways; carriages and wagons for light railways; warming of carriages on light railways.

The programme gives the names of those who will report on the various subjects. Reports from United States representatives



OYSTERMEN OF GREAT SOUTH BAY, DREDGING FOR BLUE POINTS, NEAR PATCHOGUE.

will be made in regard to nature of metal for rails, ballast, exhaust and draught in locomotives, locomotives for high-speed trains, use of steel and ingot iron in the construction of locomotives and rolling stock, brakes and couplings, capacity of freight cars, electric traction, conveyance of broken loads, automatic block system, railway clearing-house, technical education of railway servants, conveyance of farm produce to stations on the main railways.

Other matters which will be discussed are: Use of liquid fuel in locomotives, international passenger fares and goods tariffs, suburban passenger traffic, organization of funds for providing pensions to employees, benefit societies of Russian railways (old-age pensions, sick and accident funds, mutual loan arrangements, etc.).

The United States Government is invited to send delegates to the congress.

Duties of an Official.

THE appended short paper from the pen of General Superintendent Whittlesey is attracting no little attention in railway circles. In a very few words, Mr. Whittlesey has set forth the duties of a railway official in a most striking manner. He puts the "put yourself in his place" on a business basis.

"Among the varied duties of a railway superintendent, there is none more important than the selection and the handling of men.

"A railway may have a fine natural location, perfect roadbed, modern equipment, a large business and strong financial direction, yet if it has not an efficient and faithful lot of men in its employ, it will not pay as many nor so large dividends as otherwise.

"The lack of efficiency on the part of the rank and file is shown in ignorance and carelessness, resulting in derailment, collisions, personal injuries, and loss and damage of freight. The lack of faithfulness is made manifest in want of zeal in securing business, disorderly habits and personal appearance, and disregard of the comfort of and courtesy toward passengers and other patrons. How may we best secure and pro-

mote efficiency and faithfulness? From my experience, the answer is, to practice the adage, 'Put yourself in his place.' Fortunate is the superintendent who has been of the rank and file himself, because he has a knowledge of the detail and relations of men to them that he can not obtain by theory. From being one of the boys, he knows the 'place,' and can 'put himself in it.'

"The superintendent should not fail to appreciate the fact that the reasoning powers of his men are apt to be underestimated by him.

"While he is driven with a multitude of duties, the men are for the most part manfully employed, with their minds free to think and to reason. They weigh each decision of the superintendent and form their own opinions. They discuss his rulings and are profited or injured by them according as the rulings are just or unjust.

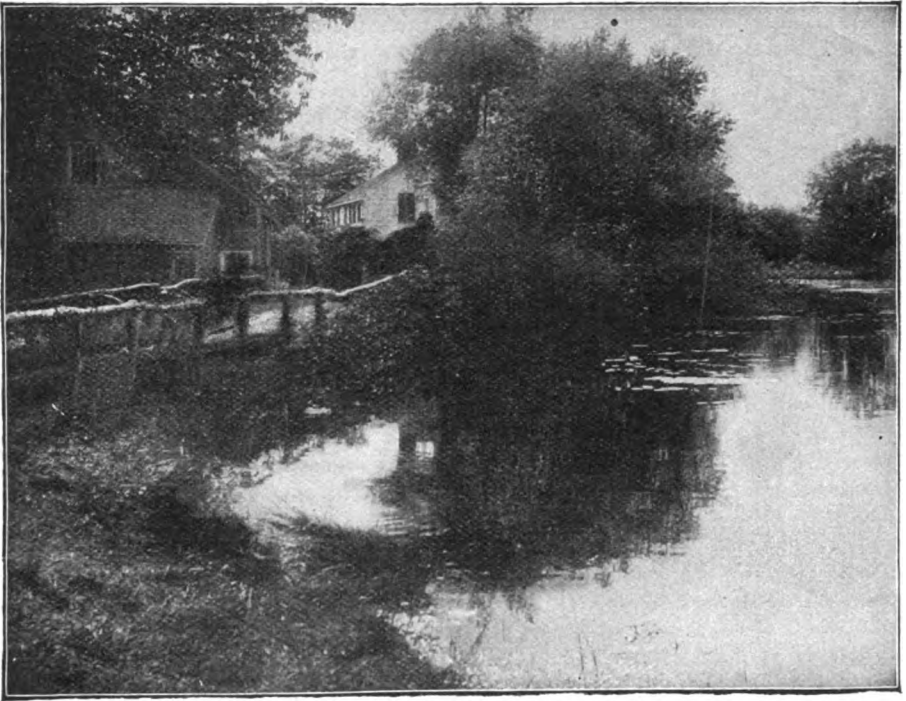
"Many superintendents hedge themselves about with a haughty exclusiveness, and when an employe approaches the 'august presence,' he is made to feel his inferiority to such an extent that even with a matter of interest to the company, he dislikes to ask to interview the superintendent, and in cases where he is called to the office for investigation, he goes, thinking that it will be only by the good nature of the superintendent if he continues in the employ. This is all wrong. The superintendent should not forget that, while an officer, he, too, is an employe of the company, and a man, as well. Such relations should be put on a practical business basis. No employe, unless guilty of some serious breach of discipline, should be made to feel embarrassed in the presence of his superintendent. He should be received in the same manner as a patron of the road, and his business given the same courteous consideration. An officer can preserve the dignity that is due his position, and at the same time make his men feel at ease. An officer can also be kind to his men, and yet compel the strictest obedience to rules. If both the superintendent and his men will follow the Master's teaching, to 'do unto others as ye would they should do unto you,' the relations between them will be satisfactory to all."

The White Mail.

THE *Locomotive Firemen's Magazine* for November puts the flail on a recalcitrant member in a very interesting manner, as follows:

An interesting railroad story bearing the title of "The White Mail," of which the author is Mr. Cy Warman, has just been published by Charles Scribner's Sons, of New York City. In the September number of the *Magazine*, page 312, another

the Editor of the *Locomotive Firemen's Magazine* and the other a "Grand Honorary Member" of the Brotherhood, should thus hold diverse views on labor questions. The Editor has no hesitancy in stating his belief that not in the entire membership of the Brotherhood of Locomotive Firemen will there be found a man who will agree with the sentiments of their "Grand Honorary Member" as expressed in his last two books.



SCENES ALONG THE LONG ISLAND RAILROAD, NEAR HEMPSTEAD.

book by Mr. Warman, "Snow on the Headlight," was reviewed. At that time the *Locomotive Firemen's Magazine* exposed the attempt being made by Mr. Warman to discredit the Brotherhoods. His "Story of the Great Burlington Strike" was bad enough, but his new book, "The White Mail," is worse.

It may seem strange that two persons, each of whom hold official positions in the Brotherhood of Locomotive Firemen, one

"The White Mail" is a story of the old Vandalia Railway, and is written in the author's interesting style. As a literary production, the book is not questioned, but when the evident purpose of Mr. Warman to discredit the Brotherhoods is considered, these Brotherhoods should protest. Mr. Warman's official connection with the Brotherhood of Locomotive Firemen should at least lead him to say no unkind words of unionism, even though he felt personally inclined to do so.

In Chapter VII. of "The White Mail," which the author has captioned "The Labor Question," two boys, "Jack" and "Tommy," who pump water by mule power and attend a bridge, are made to couple the shirking of work with the labor movement. Tommy has improvised a "dummy" to do his work, and Jack chides him therefor. Tommy confesses his wrong, and "made a run at his dummy, hit him a kick in the ribs, dragged him to the bank, and without more ado, sent him down to a watery grave." The author then carries out his ideas on the labor question, as follows:

"That's a good lesson for you, Mr. Jack Connor," said Tommy, taking the whip and climbing up on the platform. "Do yer work yerself an' hold yer job, an' don't depend on de Union. They's too much machinery already in th' worl'. U. P. (the roadmaster) says the inventor's robbin' d' workin' man. Here we've both got good jobs, an' we're tryin' to make a dummy watch a bridge."

Jack was thoroughly shamed.

"Ain't you got sense 'nuff to know, Jack Connor, dat if a dummy'd do, the company'd have a dummy 'stead o' payin' you forty dollars a month to stay here?"

Jack nodded his head. "Suppose you made a dummy an' it done d' work, 'long comes Mr. Roadmaster, sees d' dummy, says 'dat's a good thing,' an' you git d' bounce. No, sir, when a fellow's got a good job, he wants to hold it, an' not go sawin' it off on an effigy, same as soldiers 'at's grafted in d' war an's afraid to fight. There's a good lesson for you, Mr. Jack," added Tommy. "Hold yer job an' don't bank on d' Union or a dummy;" and with this advice Tommy cracked the mule up and subsided, with a countenance fixed and resolute.

Tommy McGuire, the author's hero, the lad who believed in holding his job and not banking on the Union, rises rapidly in the world, and in the services of the company. He prevents first a railway wreck, and then a robbery, and is rewarded by a position in the general passenger agent's office, attends school, and blossoms into a real live railroad official. But his friend Jack

unionism. The author says of "Tommy," now Mr. McGuire, the "Advertising Agent" of the company:

His friend, little Jack, having outgrown the clothes of a messenger boy, was now braking on a through passenger run, and so the boys renewed their acquaintance. Jack was also a great reader. His leisure hours were devoted to the study of the labor problem. He was much worried over the prospects of the workingman. He was one of those good, misguided souls who are ever on the alert for a grievance. Peace appeared to trouble his mind. "But what's the good of it all?" Tommy would ask.

"Mutual protection to elevate the general tone of the workingman."

"But, if everybody works and succeeds, we'll all be at the front, Jack, old boy. My notion is that a great deal depends upon individual effort."

But Jack would not be comforted. He gave so much time and thought to his brother brakemen, that he neglected his own job. He would forget the flags, and one night went out on the Midnight Express with no oil in his lamps. He had been reported by the conductor, but the trainmaster, knowing the sad story of his family, let him off with a sharp lecture. But a man in train service must have his mind on his work, and so it fell out that the pale, thoughtful Jack forgot to close the switch at Greenville one night, and put a fast freight that was following the express, in the ditch.

For that inexcusable carelessness he was discharged, and it was not until Tommy had almost exhausted his influence at the general office that he was re-employed as flagman on a work train.

Mr. McGuire, alias "Tommy," soon reaches the top of the ladder of railway official fame. He becomes a general manager, and then president of a Western road. He marries the daughter of the principal stockholder, and, while en route to his Western home, his special car passes over the line of the Vandalia Railroad where he and little "Jack" once had a job watching a bridge and pumping water. It happens that the conductor of the train to which

his special car was attached is none other than "Jack." The author thus relates the incident:

Mrs. McGuire had been sleeping for two hours. Jack had, at McGuire's request, been telling him all his troubles. Things were going from bad to worse. The Engineers and Firemen were organized to fight, but the O. R. C., the Conductors' organization, was opposed to strikes, and he, this restless, unhappy soul, was working

the night trying to work out a scheme by which you can save a few millions to the soulless corporation that is clubbing the wolf away from your door, and, incidentally, save your reputation and your job, then you will know what it is to be a workingman."

Jack smiled pathetically, and glanced about at the rich hangings and expensive furnishings.

"I know what you are thinking now.



DUCK SHOOTING ON THE GREAT SOUTH BAY, OFF PATCHOGUE.

Courtesy Long Island Railroad.

hard and hopefully for the formation of a colossal union of all railroad organizations, against which the soulless corporations could not prevail.

"But what is the good of all this work and worry, Jack?"

"For mutual protection. For the general welfare of the workingmen."

"Oh, workingmen be hanged; aren't we all workingmen? Wait until you are president of a railroad, Jack. When your nerves are shaken and your head roars when you go to bed, and you lie awake half

You are saying, 'Tommy seems to be having a pretty good time.' Well, did you ever see a drunken man who didn't seem to be having fun? I'm just married."

President McGuire had intended to offer his old playmate a position on the Air Line, but when he heard him discourse for a couple of hours on the relations of "Capital and Labor," he changed his mind. "A man who is always hugging a grievance will forget to flag," was what passed through the president's mind, and he concluded to leave his old friend on his native

heath, where he was least liable to get into trouble.

"Jack, my boy," said McGuire, with his hand on the door of his stateroom, "you're on the wrong leg of the 'Y,' and you'll be throwing sixes all your life unless you switch. If I work hard and get to the front, and you work hard and get to the front—if each man takes care of his own job, always lending a helping hand to a fellow-worker when he can, there won't be any misfits or failures, Jack. Good night."

An Interesting Character.

NEARLY everybody has heard of Judge James H. Beatty, of the Federal bench, District of Idaho, before whom the Wardner strikers were tried. It seems he recently tried a case on the Circuit bench in San Francisco, in which the actions of the jury displeased him, and he set aside their verdict, at the same time giving expressions to opinions voicing his disapproval of the whole system of trial by jury.

The San Francisco *Examiner*, commenting upon the matter, says: Judge James H. Beatty, a member of the Federal bench from the District of Idaho, who recently tried a case on the Circuit bench in this city, now courts distinction by intimating his disapproval of the whole system of trial by jury. The case, in brief, was that of Mr. and Mrs. A. Paxton for damages for personal injury inflicted by a car of the Southern Pacific Company at Sheridan, Placer County, in this State. The jury gave a verdict of \$2,250. Judge Beatty has set this aside, and in the course of the opinion he has filed in the case, criticises not only the particular jury that sat with him in the case, but intimates that the whole system is wrong. That we may do the Idaho jurist no injustice, we quote his language:

"This question generally leads to so much sentimental discussion of the sacred rights of trial by jury that we almost forget that the judgment of a jury is not always justified by the law and the evidence; that too often it is modified by passion and prejudice; that whatever the jury may have been

once, it is now too frequently the chief defense of defenseless causes.

"That the practice of directing the verdict under certain circumstances has been established is because it is so well known that juries are prone to err, but while the system continues to exist the court is justified in expecting that a jury shall render a just verdict, and in submitting to it all causes, except when the evidence is so non-conflicting that it would seem a waste of time to call upon a jury to go through the idle form of considering it."

Not content with this, he gives utterance to a further slur on the jury system by saying:

"Moreover, from the whole testimony in the case the impression could not be avoided that the plaintiffs, knowing how common and easy it is to procure verdicts against railroad companies in personal injury cases, based their case upon imagined—using the mildest possible terms—and not upon real injuries. A court cannot permit such causes to be crowned with success, even against a railroad company."

Here are grave enough charges against juries.

They are inclined to give verdicts that are not founded on the law and the evidence; they are swayed by passion and prejudice—they are "too frequently the chief defense of defenseless causes;" and they will give verdicts against a railroad on any evidence and no evidence.

In thus challenging the whole basis of the American and English system of justice, Judge Beatty declares that the immemorial usage of our people is founded on a false theory.

Nobody is so blind that he will put the jury system forward as a perfect instrument of justice. Like all human works, it has its faults. Juries must partake of the weaknesses, prejudices, feelings, aspirations that belong to the men of whom they are made up; and these may lead to bad as well as good results. Yet it must be remembered that we do not escape such influences by going to the bench. It must be remembered that the judge is but a man, and that if he is not subject to exactly the same influences and weaknesses as the men in the jury box, he is still subject to the common faults of

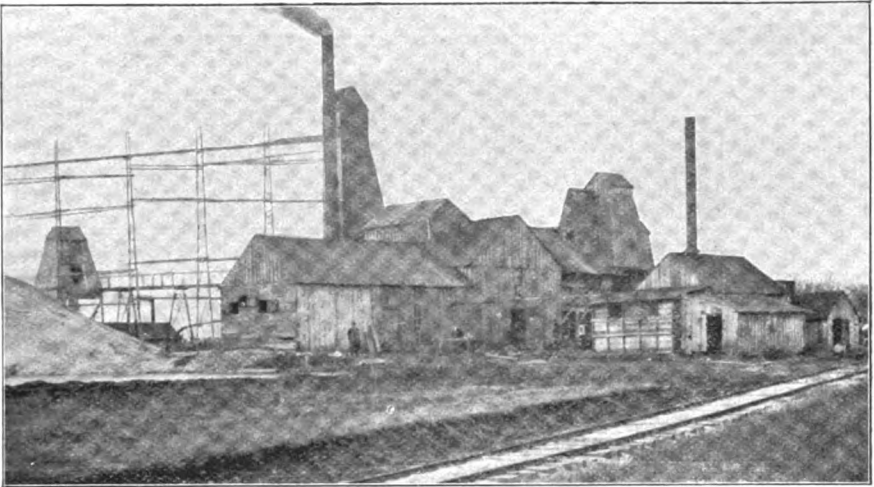
humanity, and may make a mistake as easily as others.

Against the Federal Judge from Idaho we are glad to quote another Federal Judge. Henry Clay Caldwell, Presiding Judge of the United States Circuit Court of Appeals for the Eighth Circuit, delivered an address on "Trial by Judge and Jury" at the last annual meeting of the Missouri State Bar Association in St. Louis. And Judge Caldwell, after a broad discussion of the subject, sums up his opinion in the words which we commend to his brother Judge:

"For a free people 'trial by judge and jury' is immensely superior to any other mode of trial that the wit of man has ever

"The criminal law is crude and arbitrary. The discrimination essential to distinguish between crimes dangerous to society and those not so, cannot always be formulated into a written rule. Human intelligence and foresight are not equal to the task of conceiving, and the English language is not adequate to express the nice distinctions and varying qualities in human actions. They depend upon the environments, age, temperament, education, motive and many other things which can be applied to the particular case by a jury only."

So much for the matter of criminal justice. But Judge Caldwell points out that "the superiority of the jury as judges of



ZINC MINING IN MISSOURI. CONCENTRATING MILL NEAR JOPLIN.

Courtesy Missouri Pacific Railway.

yet devised, or is capable of devising; and evil will be the hour for the people of this country when, seduced by any theory however plausible, or deluded by any fancied emergency or expediency, they supinely acquiesce in its invasion or consent to its abolition."

This opinion is supported by citations from the works of other jurists, and by a consideration of the practice of the centuries. Of the superiority of the trial by jury in criminal cases, we do not suppose that even Judge Beatty has a doubt. As Judge Caldwell says, this superiority "is indisputable," and he goes on to explain:

facts is as marked in civil as it is in criminal cases."

"This superiority," he continues, "results in great part from the inherent difference between fixed and casual tribunals. A fixed tribunal is one where the office is permanent, and where the person or persons who exercise its functions do so for long terms or periods, and each officer in turn is guided by the precedents established by his predecessors. A casual tribunal is one summoned from the body of the people for the occasion only, or for a very brief term of service, and who consequently bring to the discharge of their duties a freshness and

earnestness unknown to fixed tribunals, and who decide the controversy submitted to them upon its merits unembarrassed by precedents. The judge represents the fixed, the jury the casual tribunal. A jury trial is impersonal; it gives expression to the sense of justice in the people, which is the nearest approach to absolute justice attainable in earthly tribunals."

The jury made up of men of many interests, are not likely to have the same prejudices, or to be influenced by the same errors. "But the single judge, having no counterpoise, his bias and prejudices find full and unrestrained expression in his judgments. He is, besides, constantly struggling to force his decisions into the groove of precedent. * * * Job says, 'Great men are not always wise,' and there is nothing truer in the Book. It is out of the question that one man whose whole existence is devoted to one occupation can know as much about men and affairs—and that is the kind of knowledge that is wanted in the settlement of controversies among men—as twelve men of affairs engaged in various pursuits and occupations. Judges, as judges of the facts, have all the faults, but not all the virtues of juries."

Judge Caldwell discusses the point suggested by Judge Beatty—the charge that "juries are prejudiced, especially in particular sorts of cases, such as suits for personal injuries, and on policies of insurance, and other like cases." To this he answers:

"When you impeach the impartiality and integrity of the jury, you impeach the impartiality and integrity of the whole body of the people from whom they are drawn, and of which they are a representative part. Our idea of the prejudices of men is gauged by our own prejudices. The difference between a prejudiced and an enlightened one is the difference between the man who opposes our views and the man who agrees with our views. It is the old aphorism on orthodoxy and heterodoxy over again. It is always implied in this charge against the jury that there is a tribunal that is free from bias, passion, or prejudice, and that that tribunal is found in the judge.

"Did it ever occur to those who make this charge against the jury that they might have a beam in their own eye, and that if jurors

are prejudiced in favor of the plaintiffs in the class of cases mentioned, it is just possible that the judge might have a little bias on the other side?"

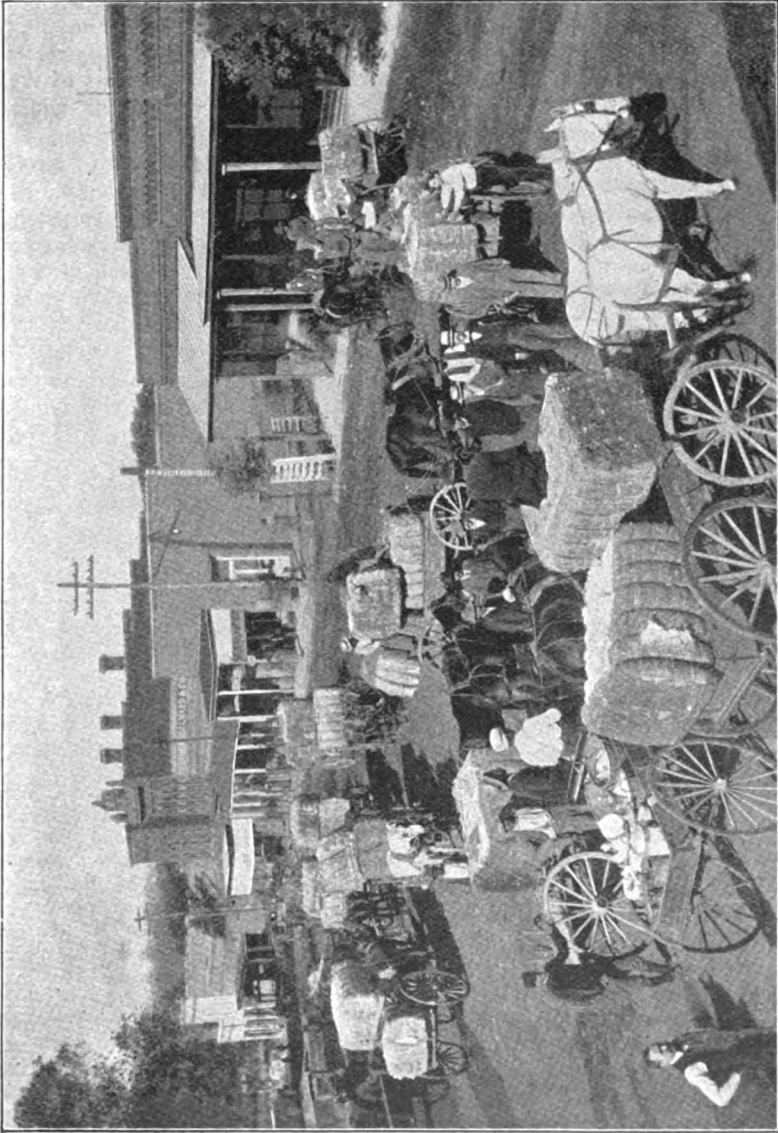
This is strong language to come from the bench itself, but it is justified by current history. When Judge Beatty suggests that his jury was prejudiced against the railroad, and ready to give a verdict for damages when no injury had been suffered, did it not occur to him that the jury might retort that in granting a new trial the judge was inclined to decide in favor of the corporation, although the weight of evidence was on the other side?

The system of trial by judge and jury will survive Judge Beatty, and his doubts of its value. It is the foundation of liberty, and as such will be preserved by the nation. Where neither the liberty nor the property of men can be taken away without the consent of twelve judges of the facts in the box, and a judge of the law on the bench, there is no room for tyranny. With this system the administration of law is founded not on the caprice or prejudices of a particular class of men, but on the sense of justice in the whole people, and in human affairs there is no stronger or more enduring basis for the government of free-men.

Importance of American Railway-Building in China.

THE proposed American railway line in China will, if existing agreements are carried out, and the line constructed, prove an important link in a system connecting all of China with all of the outside world. Railway lines now existing, under construction, or projected, form a great circle swooping from Paris across Germany, Russia and Siberia to the Pacific, thence southwardly through China, skirting the Pacific coast; thence eastwardly through Burmah and India to the Indian Ocean and Arabian Sea, and pushing thence for passageway through Persia to complete the grand circle of all the continent of Europe and Asia.

Recently published statements by the Treasury Bureau of Statistics show that the Canton-Hankow line, which the Ameri-



BRINGING IN THE COTTON, ON LINE OF ILLINOIS CENTRAL RAILWAY.

can syndicate has agreed to construct, and which agreement it is now asking the Chinese Government to confirm, stretches northward from Canton to Hankow, the principal interior city of China, some 600 miles, and that a Belgian syndicate has a concession for construction of a road from Hankow north to connect with the existing line now reaching Peking, the capital of China; also that the American syndicate has an option for the right to construct this Hankow-Peking line, providing the Belgian syndicate shall omit to take advantage of its concession. From Peking a road will connect with the Russian-Siberian line, which is now under construction to Port Arthur, thus making the proposed American line an important link in a great system, which will stretch from St. Petersburg by way of Siberia and Port Arthur, through China to Canton, on the coast of China, immediately opposite the Philippine Islands, only 600 miles away.

From Canton westward through Southern China, British interests have projected railway lines to the southwestern extremity of China, where they will connect with the present railway system of Burmah, and, in turn, with that of India, where 20,000 miles of railway are now in operation. From the western terminus of the Indian railway lines at Karachi to a point in Persia toward which Russian engineers are now pushing surveys for railway lines, is but a few hundred miles—a gap easily filled whenever British interests find it advantageous to encourage direct railway intercourse between India and the railway systems of Southern Europe. Thus the proposed American railway line in China is to form an important link in what promises to be in the comparatively near future a grand railway system, skirting the shores of the continent of Europe and Asia, and bringing the Orient into direct railway communication with all Europe, by both a northerly and a southerly route.

This great inter-continental belt line will touch the Pacific at Canton, the entrepot of the most densely populated part of China, at a distance of about 9,000 miles by rail from the great commercial centers of Europe, measuring by way of the trans-Siberian road, now approaching completion.

From Canton to the Philippines is but 600 miles and to San Francisco 6,381 miles, and to New York, by way of a Nicaraguan canal, an all-water route, but 11,359 miles. Thus, whether by rail connection, or the less expensive method of transportation by water, the interest of the United States in the commerce of the Orient increases materially with the developments of the year and prospective developments under discussion and serious consideration.

Interest in the commerce of China is increased materially by the recent developments in regard to transportation and privileges of foreigners. A recent publication of the Treasury Bureau of Statistics shows that over 3,000 miles of railway is now projected in China, over 3,000 miles of telegraph in operation, and that by recent action of the Chinese Government the waterways of China, its most important means of internal traffic at the present, have been opened to foreign commerce and foreign vessels.

■ The Future Life.

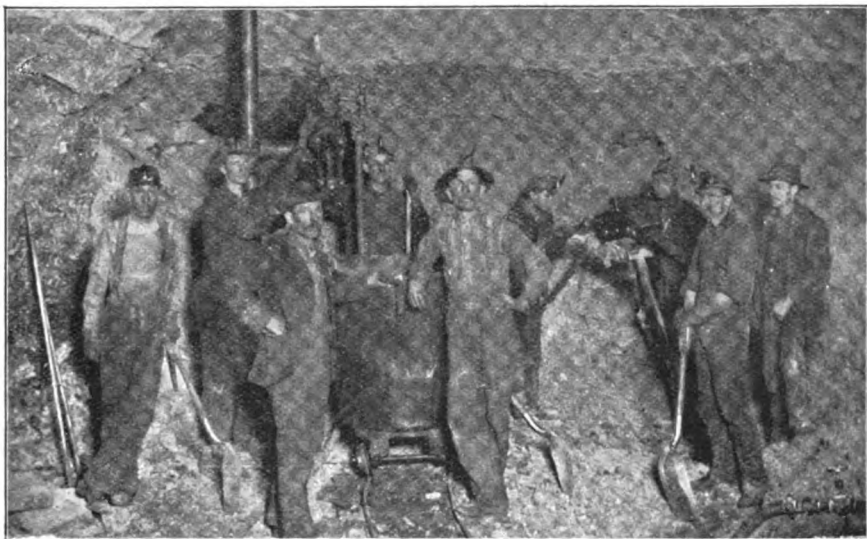
I feel in myself the future life. I am like a forest once cut down; the new shoots are stronger and livelier than ever. I am rising. I know, toward the sky. The sunshine is on my head. The earth gives me its generous sap, but heaven lights me with reflection of unknown worlds. You say the soul is nothing but the resultant of the bodily powers. Why, then, is my soul more luminous when my bodily powers begin to fail? Winter is on my head, but eternal spring is in my heart. There I breathe at this hour the fragrance of the lilacs, the violets, and the roses as at twenty years. The nearer I approach the end, the plainer I hear around me the immortal symphonies of the worlds which invite me. It is marvelous, yet simple. It is a fairy tale, and it is history. For half a century I have been writing my thoughts in prose and in verse; history, philosophy, drama, romance, tradition, satire, ode and song—I have tried it all. But I feel I have not said the thousandth part of what is in me. When I go down to the grave I can say, like so many others, "I have finished my day's work." My day's work will begin again the next morning. The tomb is not a blind alley; it is a thoroughfare. It closes on the twilight; it opens with the dawn.—*Victor Hugo.*

A Stuttering Dispatcher.

IT was not long after Mary threw me over that I became tired of X— and gave up my job, and started south. I said it was on account of ill-health, but the last thing that cussed first trick dispatcher said to me was, "Never mind, you old spoon, you'll get over this attack in a very short while."

I landed in St. Louis one bright morning, and went up to the office of the chief dispatcher of the Q., M. & S., and applied for an office on his division. He had none to give me, but wired the chief dispatcher at Big Rock, and in answer thereto I was

come to his office. He wanted me to take the office at Boling Cross, near the Texas line, but I had the traveling fever, and wanted to go further south, and he sent me down on the I. & G. N., and the chief there sent me to Herron, Texas. There wasn't much sickness in the air around Herron, but there were just a million fleas to every square inch of sand in the place. Herron was one of the few towns in a very extensive cattle belt, and a few days after I had arrived I noticed the town had filled up with "cow-punchers." They had just had their semi-annual round-up, and were in town spending their money and having a whoop-



ZINC AND LEAD MINING IN MISSOURI. UNDERGROUND VIEW, PHOENIX MINE, JOPLIN, MO.

Courtesy Missouri Pacific Railway.

sent the next morning to Healyville. And what a place I found! The town was down in the swamps of Southeast Missouri, four miles north of the Arkansas line, and consisted of the depot and twenty or twenty-five houses, five of which were saloons. There was a branch road running from there to Honiton, quite a settlement on the Mississippi river, and that was the only possible excuse for an office at this point. The atmosphere was so full of malaria that you could almost cut it with an axe. I stayed there just three days, and then, fortunately, the chief dispatcher ordered me to

ing big time. You probably know what that means to a cow-boy. I was a tenderfoot of the worst kind, and every one at the boarding-house and depot seemed to take particular delight in telling me of the shooting scrapes and rackets of these cow-boys, and how they delighted in making it warm for a tenderfoot. Bob Wolfe, the day man at the depot, told me how at times they had come up and raised particular Cain at the station, especially when there was a new operator on hand. I didn't half believe all their stories, but I will confess that I had a few misgivings the first night

when I went to work. One night passed safely enough, but the second was a hummer from the word go. The office was somewhat larger than the telegraph offices usually are in small towns. The table was in the recess of a big bay window, giving me a clear view of the I. & G. N. tracks, while along the front ran the usual long, wide platform. The P. & T. C. road crossed at right angles at one end of the platform, and one operator did the work for the two roads. There were two lamps over my desk—one on each side of the bay window—and one was out in the waiting-room. I also kept a lantern lighted to carry when I went out to trains.

All through the early part of the night I heard sounds of revelry and carousing, accompanied by an occasional pistol shot, up in the town, but about half past eleven these sounds ceased, and I was congratulating myself that my night would, after all, be uneventful. About 12 o'clock, however, there arose just outside the office the greatest commotion I had ever heard in my life. I was eating my midnight lunch, and had a piece of pie in my hand, when I heard the tramp of many feet on the platform. It sounded like a regiment of infantry, and in a minute there came the report of a shot, and, with a crash, out went one of my lights, a shower of glass falling on the table. Before I could collect myself there came another shot, and, smash, out went the other light. I dropped my pie, and spasmodically grasped the table. The only lights left were the one in the waiting-room, and my lantern, which made it in the office little better than total darkness. All this time the tramp, tramp, on the platform, was coming closer and closer, and my heart was gradually forcing its way up in my mouth. In a moment the waiting-room door was thrown open, and, with a wild whoop and a big hurrah, the crowd came in. The door between the office and the waiting-room was closed, but that made no difference to my visitors; they smashed it open and swarmed into the office. One of them picked up the lantern, and, swaggering over to where I sat, all trembling with fear, and expecting that my lights would go out next, raised it to my face. They all

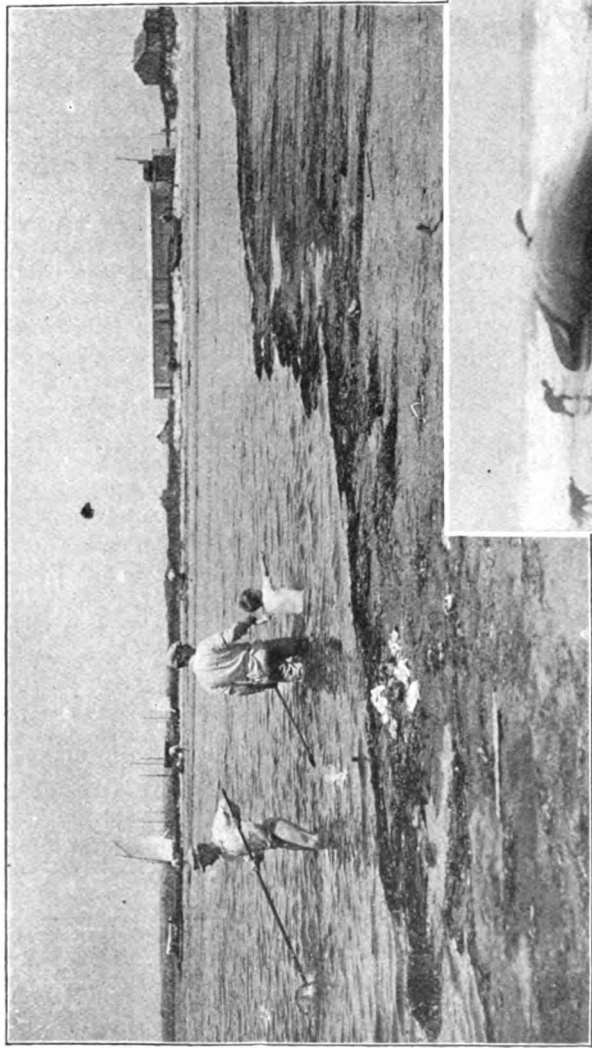
crowded around me, and one of them gave me a good punch in the ribs. Then the one with the lantern said, "Well, fellows, the little cuss is game. He didn't get under the table like the last one did. Kid, for a tenderfoot, you're a hummer."

Get under the table! I couldn't. I would have given half my interest in the hereafter to have been able to crawl under the table, or to have run away. But fright held its sway, and locomotion was impossible.

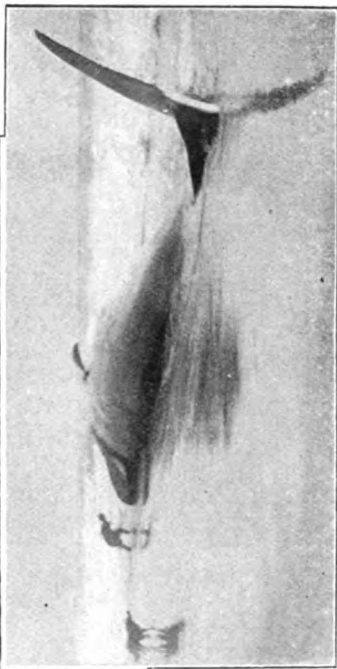
For about five minutes the dispatcher had been calling me for orders, and, in a trembling voice, I asked them to let me answer and take the order. "Cert," said one of them, who appeared to be the leader, "go on and take the order, and then take a drink with us."

By the dim light of only that lantern, with my order pad on a table covered with broken glass, and smattered with pie, I finally copied the order, but it was about the worst attempt I had ever made; and the conductor remarked, when he signed it, that it would take a Philadelphia lawyer to read it. The cow-punchers, however, from that time on, were very good friends of mine, and many a pleasant Sunday did I spend on their ranches. They afterwards told me that Bob Wolfe had put them up to their midnight visit in order to frighten me. They certainly succeeded. My service at Herron was not very profitable, the road being in the hands of receivers, and for four months none of us received a cent of wages. The road was called the "International and Great Northern," but we facetiously dubbed it the "Independent and Got Nothing."

Some months after this I was transferred down to the southern division, and made night operator at Mankato. This was really about the best position I had yet struck; good hours, plenty of work, and a fine office to do it in, and \$80.00 a month. The agent and day man were both fine fellows, and there was no chore work around the station—a baggage smasher did that. The dispatchers up in "DS" office were pleasant to work with, and as competent a lot of men as ever touched a key. I had never met any of them when I first took the office, though, of course, I soon knew their names.



Crabbing.



A BIG CATCH. FIN BACK WHALE.

SCENES ALONG THE LONG ISLAND RAILROAD.

and the following incident will disclose how and under what unusual circumstances I formed the acquaintance of one of them, Fred De Armand, the second trick man.

About four weeks after I took the Mankato office, engine 333, pulling a through live-stock freight north, broke a parallel rod, and besides cutting the engineer into mince-meat, caused a great wreck. This took place about two miles and a half north of Mankato. The hind man came back and reported it, and, being off duty, I caught up a pocket instrument and some wire, and, jumping on a velocipede, was soon at the wreck. I cut in an office in short order, and "DS" soon knew exactly how matters stood. One passenger train south was tied up just beyond the wreck, and in about an hour and a half the wrecker appeared in charge of the train-master. I observed a young man, 28 or 30 years of age, standing around, looking on, and once, when I was near him, I noticed that he stammered very badly.

I carefully avoided saying anything to that young man, because I, too, at times, had a rather bad impediment in my speech. It asserted itself especially when I heard anyone else stutter, or when the weather was going to change; the men who knew me well said they could always foretell a storm by my inability to talk. From my own experience, however, I knew that when a stammerer heard another man stammer, he imagined that he was being made fun of, and all the fight in him came at once to the surface; and as this young man was about twice my size, I did my best to keep away from him. But in a few moments he came over to where I was and said to me, "A-a-a-sk 'DS' t-t-t-o s-s-s-end out m-m-m-y r-r-ain c-c-c-oat on th-th-th-ir-teen." Every other word was followed by a whistle.

My great help in stammering was to kick with my right foot. I knew what was coming, and tried my best to avert the trouble. I drew in a long breath, and said: "Who sh-sh-sh-all I s-s-s-ay y-y-y-ou are?" and my right foot was doing great execution. True to its barometrical functions, my throat was predicting a storm. It came.

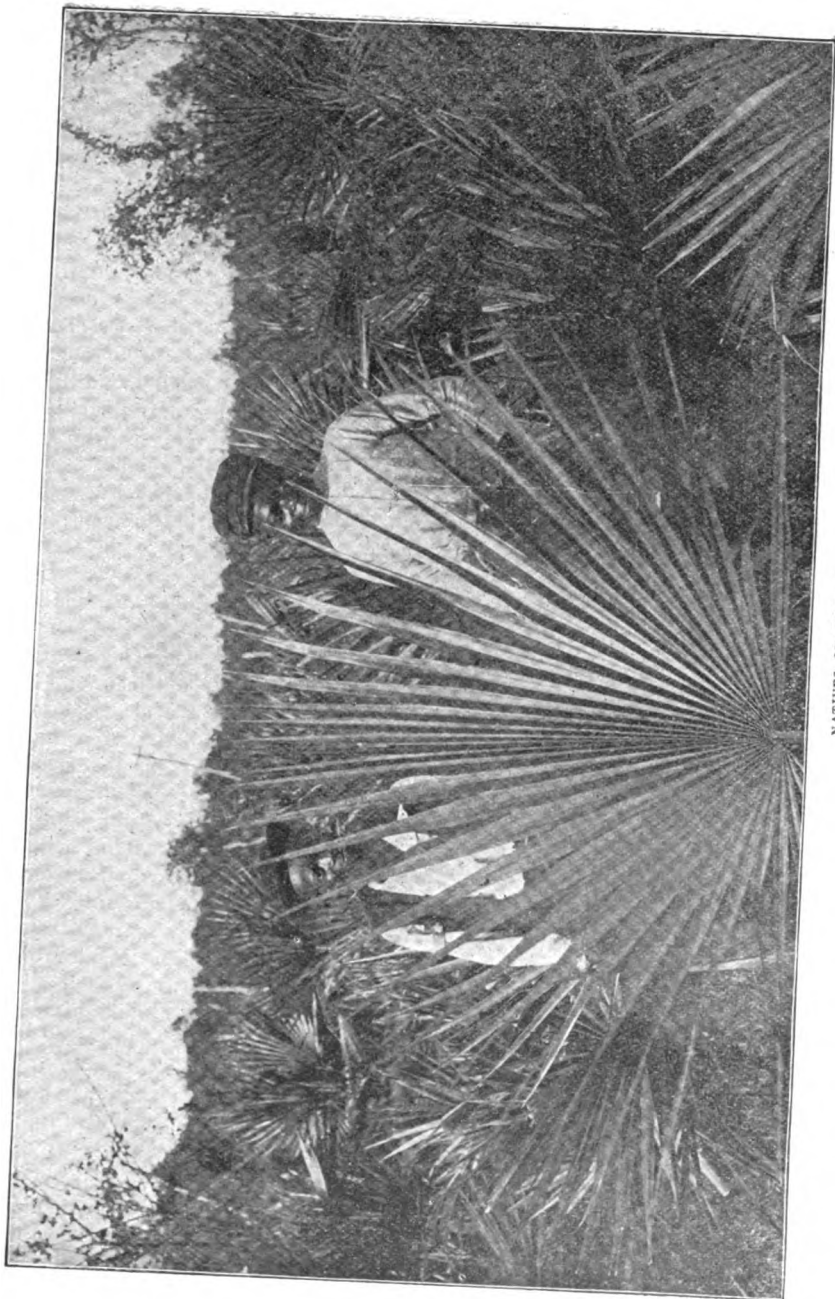
He looked at me for a second, grew red in the face, then, catching me by the collar, gave me a yank that made me see forty stars, and said, "B-b-b-last you! wh-wh-at d-d-o y-y-ou m-mean b-b-y m-mocking me? I'll sm-sm-ash y-y-our b-b-b-lamed r-r-ed head."

Speech left me entirely then, and I am afraid I would have been most beautifully thumped, had not Sanders, the train-master, come over and stopped him. He called him "De Armand," and I then knew he was the second trick dispatcher. After many efforts De Armand told Sanders how I had mocked him. Sanders didn't know me, and the war clouds began to gather again; but Johnson, the conductor of the wrecker, came over and said, "Hold on there, De Armand, that kid ain't mocking you; he stammers so bad at times that he kicks a hole in the floor. Why, I have seen him start to say something to my engineer pulling out of Mankato, and he would finish it just as the caboose went by, and we had some forty cars in the train at that."

At this a smile broke over De Armand's face, and he grasped my hand and said, "Excuse m-m-m-e k-kid; but y-y-you k-k-know how it is y-y-yourself." You may well believe that I did know.

One night, shortly after this, I was repeating an order to De Armand, and in the middle of it I broke myself very badly. He opened his key, and said, "Kick, you devil, kick!" And I got the merry ha-ha from up and down the line. But in giving me a message a little while after he flew the track, and I instantly opened up and said, "Whistle, you tarrier, whistle!" Maybe he didn't get it back.—*Captain Brady, in Tales of the Telegraph. Copyrighted by Doubleday & McClure Co., of New York.*

Bourke Cochran is reported to have said at the Trust Convention held at Chicago recently: "It is not a Utopian dream that before another conference of this character assembles the largest employers of labor will insist upon their employes joining unions and choosing representation in them, realizing that it is a joint industry, and that the man who works is just as valuable as the man who directs his work."



NATIVES OF THE SOUTH.
Courtesy Illinois Central Railway.

A Mexican Yarn.

IT is very seldom we hear from the telegraphers employed in our sister republic, although there are quite a number of American telegraphers located there, and not a few are members of the Order. The following story, going the rounds of the press, is attributed to Henry T. Lambert, an old-time telegrapher:

"In the early railroad days in Mexico all the station operators were Americans. Things are different now; many Mexicans have learned to use the key, and they make rapid and accurate operators. The Mexican Government has a school of telegraphy in the City of Mexico, where instruction is given to young men and women, free of charge. This school is under the direct charge of the superintendent of the federal telegraph lines, and its object is to provide expert operators for the government telegraph offices. But the railway companies still retain American telegraph operators at all the principal stations. So far as I know, all the dispatchers and trick men are Americans.

"I made my advent into Mexico with the building of the Mexican Central Railroad in the early eighties. D. B. Robinson, now President of the St. Louis and San Francisco Railroad, was at that time General Manager of the Central, and it was through him that I got a job as station agent and telegraph operator at Chihuahua. That office was one of the busiest on the line between Juarez and the City of Mexico, and has continued so ever since. About the only recreation I had was carrying on a disconnected conversation with other American operators above and below me on the line. The operator at Jimenez, about one hundred miles south of Chihuahua, was a bright young American named Bailey. He went to work for the company about the time I did. I saw him as he passed through Chihuahua on his way down to take the job. He told me he was down there to make a winner, and that he was not going to stay any longer than necessary for him to accomplish his purpose. I don't know where he was from, but, judging from his general

appearance, I should guess he could register from almost anywhere and prove it. He was a good operator, and his work gave satisfaction. He had the day trick, and so had I. We used to talk over the wires almost every day, jollyng each other and commenting on our experiences with the Mexicans. One day Bailey called me up and said:

"'I've got a good thing down here; I think I'll turn it loose in a couple of days.'

"I asked him what he referred to, but he would not go into details, and I had forgotten all about his words until a few days later, when a message flashed over the wire to the dispatcher from the operator at Horcasitas, just below me, stating that the north-bound and south-bound freight trains had come together near there, blocking the track and right of way for a distance of a quarter of a mile. All the members of both train crews had miraculously escaped injury by jumping. The wrecking car was ordered to the scene of the catastrophe from Chihuahua, and I was sent along to tap the wire and keep the dispatcher's office advised of the progress of the work of clearing the track. It took several hours to clean up. The ostentatious Mexican alcalde and other authorities of that district were on the scene when I arrived. All the members of the train crews were under arrest and were soon started for prison under a strong guard of rurales. The prisoners were placed in jail, and kept there incommunicado for several days before it was shown that they had no share in causing the wreck. Had a peon Mexican been killed in the accident it is probable all the members of both crews would have been sentenced to long terms in prison.

"But to get back to my story; it was quickly discovered that the blame for the collision lay with the office at Jimenez. Both the train dispatcher and I made repeated efforts to get some information from Bailey. All we could get from that office was 'I—I' and 'Ok—Ok.' I knew that something was wrong at Jimenez. It wasn't Bailey's touch, and as soon as a temporary track had been built around the wreck, I was ordered to proceed on a

'light' to Jiminez and investigate that office. When I arrived there I found the lonesome station in charge of a Mexican youth about 18 years old. He was dressed in the fantastic garb of a ranchero, and met me at the door of the station in the most lordly manner.

"'Where's Bailey?' I asked.

"'I proprietor now; Señor Bailey gone,' replied the boy, with a confident shrug of his shoulders.

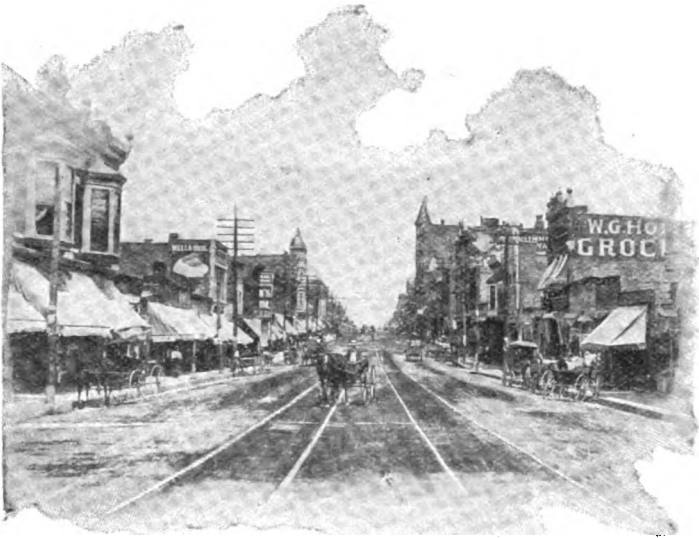
"'Bailey's gone? Gone where?' I asked.

"'He says to me, "Adios, mio amigo; I go the United States." I pay him money for the office; I proprietor now. You want send telegram, buy ticket?'

"The words of Bailey to me over the wire instantly occurred to me, and I felt sure

graph room with a dogged air, and sat down quietly at one end of the table while I got the key to working, and placed myself in communication with the chief dispatcher's office. I made a brief explanation of the situation, by stating that Bailey had jumped the game, and left a Mexican 'ham' in charge of the office, and that the latter probably knew as many as a half-dozen letters of the Morse alphabet.

"When I had finished getting the kinks straightened out of the line I engaged the Mexican boy proprietor of the office in a broken but interesting conversation. He told me in faltering sentences that he and Bailey had been fast friends for several months; that his father was a wealthy ranchero, living twenty-five miles west



STREET VIEW, JOLILIN, MO.

that he had turned the good thing loose in some shape, manner or form. I yelled at the rustic Mexican boy to get out of my way; that that telegraph office, tickets and everything else, including the building and station grounds, belonged to the railroad; that I represented that company, and was going to take charge of the office. The boy made some show of resistance in the beginning, but as I continued the flow of language he comprehended enough of the English meaning to know that he had run up against a snag in his first business proposition. He followed me into the little tele-

toward Parral; that Bailey taught him how to talk English and sell tickets and telegraph. Continuing, he said that a few days ago his father visited the telegraph station for the first time, and was much interested in the business. Bailey told him that he owned the station, telegraph line, and the bulk of the stock in the railroad. He offered to sell his interest to the old ranchero for a reasonable sum. After much dicker-ing, in which the display of important-looking way-bills, tickets and company telegraph blanks played an important part, the deal was closed, the ranchero paying Bailey

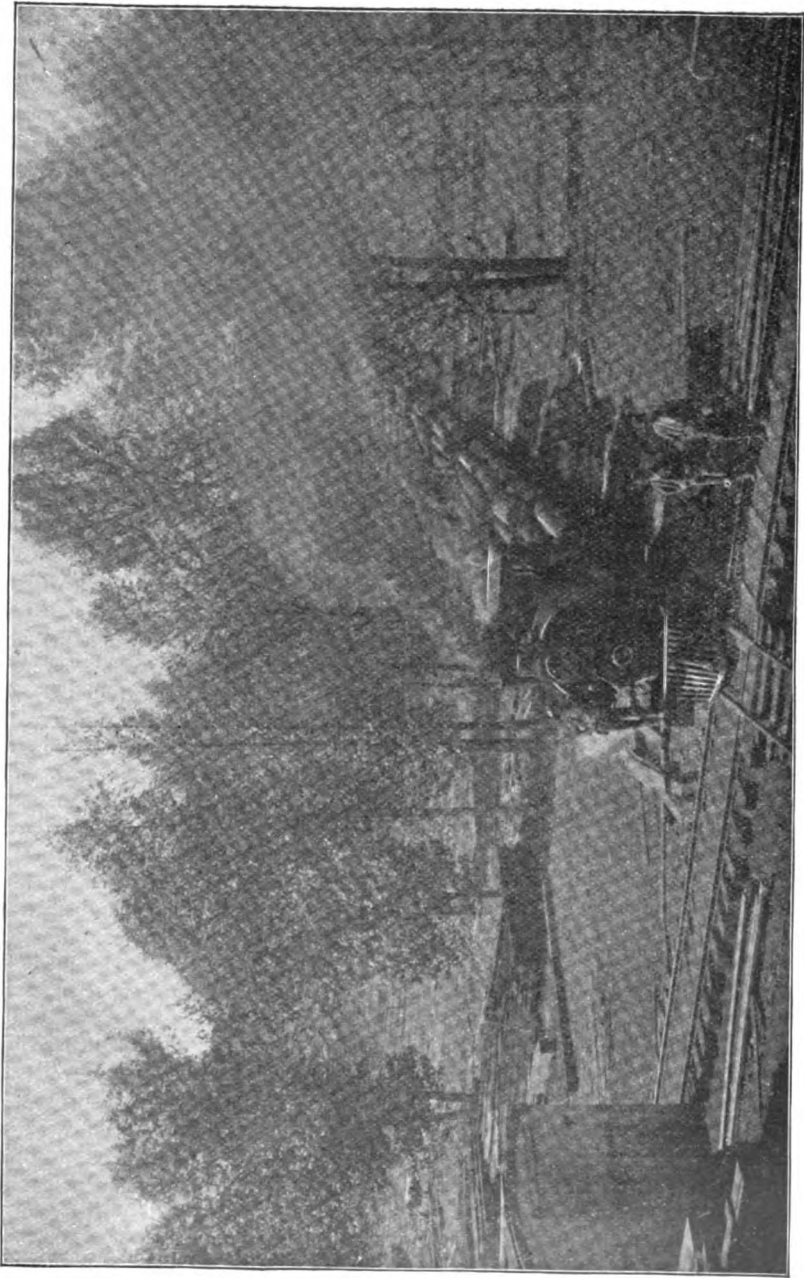
\$3,000 Mexican currency for the station, telegraph office and railroad. Bailey received the money late in the evening. He disappeared that night, and the following morning the proud old man placed the whole shebang in charge of his son. The latter knew the office call, and could answer it, and give the 'OK' signal when it was finished. That was all he knew about the telegraph business, and that is how it came that he was the cause of the wreck within a few hours after he assumed charge.

"It took me an hour or more to get a the story out of him, and I lay back in my chair and laughed until I was sore. Bailey had, sure enough, got onto a good thing, and had turned it loose at a neat profit to himself. After a little thought I concluded it was just as well not to make the company officials acquainted with all the facts. I knew the *ranchero* could do nothing, as Bailey was probably close to the border by that time. I assumed as serious and stern manner as I could command, and told the deluded Mexican youth that he had been an unwilling party to a great crime; that through his negligence and ignorance a terrible wreck had been caused, and that a force of *rurales* was at that moment on its way overland to Jiminez to arrest the telegraph operator who was the cause of the accident. At the mention of the *rurales* the boy turned pale, and, without waiting to hear any more, he ran out the door and roped his pony, which was grazing nearby, and mounted the animal, and rode at break-neck speed toward the rough and impenetrable Sierras, many miles to the westward. I never saw or heard of either the boy or his father afterward, and if either ever made any complaint to the authorities of the swindling game I never heard of it. They were probably glad enough to escape arrest and prosecution for being the indirect cause of the railroad wreck.

"I spent a couple of days at Jiminez, being relieved by a fellow who was sent there from Siloa. Within a few hours after my return to the Chihuahua office a dirty-looking Mexican boy knocked at my door, and, when I opened it, he thrust a note into my hand and disappeared. I opened the note and read it. It was from

Bailey. He stated that he had just arrived in Chihuahua from Jiminez; that he had walked all the way, and was footsore and weary, but in cheerful spirits. He asked that I call that night at a certain house in the outskirts of town and see him, as he wanted to bid me good-bye before he left Mexico for good. He concluded by saying that of course I knew all about his lucky financial stroke, and would not put him in a way to lose what he had made on the deal. At that time the Americans in Mexico stood together; it did not matter much whether they were straight goods or not, so long as they came from the other side of the Rio Bravo, and I suppose the same thing is true to a great extent down there to-day. Well, I met Bailey that night as appointed. He was in a happy frame of mind, and he related a full account of the wonderful deal which he had made with the Mexican *ranchero*. He carried the roll of bills in a handkerchief strapped to his waist under his outer clothing, and showed it to me with much pride. The Mexican *mozo* at the house was kept busy running back and forth to the cantina near by, and it was in the small hours of the morning when we had finished drinking toasts to each other, and ended our final adieus. I got back to the station, where I slept, in a zig-zag manner.

"That was the last time I saw poor Bailey alive. Two days later I heard the operator at Ojo Caliente, about midway between Chihuahua and El Paso, tell the chief dispatcher at Siloa over the wire that the body of an American, whom the trainmen had recognized as Bailey, had been found, cut to pieces, on the track near that place, and that it was supposed he had been asleep on the track and run over by passing trains. I made inquiries, and learned that not a cent of money was found on the body. I had the remains brought to Chihuahua and buried at my own expense. I am convinced in my own mind that poor Bailey was murdered and robbed, and the fact that the *mozo* who kept us supplied with liquor that night in Chihuahua soon afterward blossomed out as proprietor of one of the largest cantinas in that city, led me to believe that he could tell a great deal about 'the death of the man.'"



A MISSISSIPPI LOG TRAIN, ON LINE OF ILLINOIS CENTRAL RAILWAY.

Are You a Taxpayer.

I F you pay your rent; yes.
 If you pay your meat bills; yes.
 If you pay for the clothes you wear;
 yes.

If you pay for the clothes your family wear; yes.

If you pay your coal bills; yes.

If you pay your tobacco bills; yes.

If you pay for what you drink; yes.

If you pay your laundry bills; yes.

If you pay your railroad fare; yes.

If you pay your freight bills; yes.

If you pay your street car fare; yes.

Yes, my dear sir, you are a taxpayer.

If you are not a taxpayer you are the most consummate and successful dead-beat on earth. There is hardly a moment of an honest man's life but that pays taxes in one way or another. It is only the rich man who pays no tax, because he is in a position to make others pay it for him. If you are a poor man you are a taxpayer.—*Living Issues, Salt Lake.*

The Infamy of Rennes.

THE second conviction of Dreyfus, "for treason under extenuating circumstances," has called forth indignant expressions from every quarter of the civilized world. We may mistake in our judgment, but as the case appears to the unprejudiced mind, the finding of the court at Rennes was only the result of a predetermined opinion and stamps as farcical, in every sense, the trial that gave expression to it.

The second trial was not held because the army or the government desired to do justice to the victim of official corruption and race prejudice, but because the efforts of friends of the prisoner raised so much clamor in his behalf that it had to be done to quiet the force of public opinion. The attempt was partially successful, for after the trial and second conviction with the many apparent avenues open for the relief of the prisoner, and after the first outbursts of indignation from his friends, the question will quiet down to await the result, which we are inclined to believe will not end with the disposition of the case of

Dreyfus, convicted for "treason under extenuating circumstances," for France will find the traitor.

Beyond sharing in the almost universal sympathy for the unfortunate, the case is foreign to us as a people, and is no more of our concern than the beef scandal of our own army is the concern of the government of France—something we cannot afford to admit.

As an example of the power of a military government, and as evidence of the brutality and inhumanity to which official corruption can descend, the trial of Dreyfus should not be lost to our own people, who are slowly, but surely, under one pretext or another, being brought under military influences. Our very brief experience with army scandals has given us a pretty clear insight into the clannish fraternity and political chicanery of the officers and their friends involved. The cases of Gen. Eagan and Capt. Carter are proof sufficient.

There would have been occasion for more surprise had Dreyfus been declared innocent. First, the army was against his acquittal, and the army is really the government, as was demonstrated in the expressions of fear of mutiny if the case went against the Generals; second, the government had to agree with the army in self-defense; third, someone who had been the traitor had to be protected, and Dreyfus, unpopular among his brother officers, and with his private life open to attack, because of several reasons, added to which was the certainty that the accusation of crime against a Jew would secure conviction, made him a certain and convenient scapegoat, and assisted in his conviction at both trials, for, as we have it, evidence never convicted him at either trial.

The aristocracy of France is with the army, and, consequently, against the prisoner. The people of France are against the Jews. Race hatred in this particular is not understood in this country, where the Jews are not ostracised, and where they control so much wealth without interference, but in France the Jew is hated equally by aristocrat and peasant, is looked upon with disdain and held responsible for all the finan-

cial evils that beset the government and the people.

Understanding the conditions as we do, conviction is not a surprise, even though its injustice is apparent.

But we make a mistake in censuring France, as France would mistake in censuring the United States for her poor care of the troops in Cuba. Indirectly, the French are responsible, as were the Americans, but Rennes and Paris are not France. Paris has before controlled France until in self-defense France has had to rule Paris, and "history repeats itself."

In our sympathy for Dreyfus, we have called attention to our belief that France is a nation of degenerates, but overlook the fact that of the two most prominent female degenerates, in this instance, one of them was an American with a title purchased from the profits of American trade. Anna, Countess de Castellaine, has led the mob of aristocratic degenerates, and, unfortunately for us, when we call names, Anna is, or was, a citizen of the United States.

Judged from our methods of punishing disgraced army officers, with full pay, full rank and no duties, France has treated Dreyfus, even guilty, shamefully and beyond the power of expression.

Taken altogether, our sympathies for Dreyfus are well and good, they are proper and show that the public heart is right, but when we go further it might be well to remember the adage to the effect that "people living in glass houses should not throw stones."

It is common talk that the Paris exposition must be boycotted by the world, but the world knows better, and, again, it cannot afford it. There is not a single nation in the world that cannot be kept busy with its own injustices, its wrongs in public life, and its national scandals. Talk is easy and the right kind always pleases, although it does not always profit. Just now it is pleasing to damn the French, and we all do it because it is popular, and, therefore, easy.

But we cannot forget nor lose hope in the people of France who are frugal, industrious, home-loving and good citizens, who before have reclaimed France from Paris.

Of the man in trouble not much need be said, for his persecution is a blot on the history of the century, and is known to the world. His conviction first and last to satisfy "the honor" of the army, the pleasure of the aristocracy, the demand of the Jew-baiters, and to furnish a scapegoat for the treason of others, marks the eclipse of justice and disgraces France in her military despotism.

His being convicted without evidence, and on simple hearsay in the face of evidence to prove the guilt of another, exiled to a living tomb, recalled and again degraded, has steeped France in infamous disgrace, but raised high in the estimation of the world the man she unjustly humiliated.—*Railroad Trainmen's Journal*.

Zeal That Failed.

"THE first office that I found myself in possession of," said the retired telegrapher, "was a little way station where there was not much else to do but to report the trains. I had the night trick, and the trains being few and far between, I spent most of my time dreaming of advancement. One night soon after I had taken the office I was called to the key to receive a message that came over the wire addressed to a railroad official, who chanced to be visiting some relatives who lived about three miles from the office where I was.

"'Violet is dying,' the message read, and those three words sent the shivers up and down my back, as I saw with my imagination a fair-haired, blue-eyed little girl dying, with her father away from home. Then it suddenly flashed upon me that here was a chance to win promotion by hurrying the message out where the father was. I was alone in the office, and there was no one living near by whom I could send it.

"At last I determined to take it myself. I knew I had no business leaving the office, but I considered it a chance to win recognition that I might never have again. It was before the time of the bicycle, and as there was no horse to be had I started out afoot. There was a train leaving about one o'clock in the morning, and I had figured it out that the anxious father would take that train for the city, and that I would be able to get a ride back to the station with him.

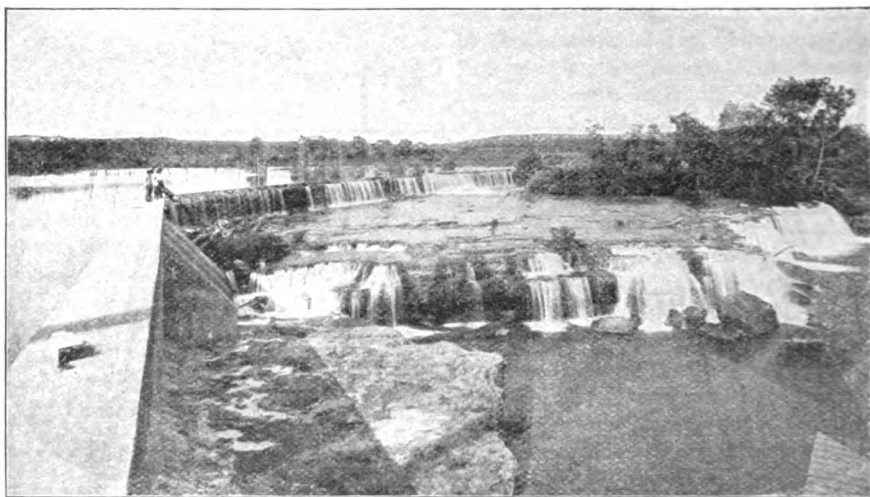
and have, at the same time, a chance to create a good impression.

"It was in the fall of the year, and raining as hard as it could pour, with good prospects that it would turn to snow before I got back. I was a little bit hazy just where the party was staying, but after braving any number of dogs, and arousing any number of farmers, I found the right place and delivered the message. The man, with a white face, hastily tore the envelope open and read the contents, while I waited for him to say: 'Well done, thou good and faithful servant!'

"But he didn't. He said things that I would not care to repeat, and called me any

Telegraph Line to Dawson.

WE have previously stated that work has been in progress toward the construction of a telegraph line from Skagway to Dawson City, in the Klondike region. The work has now been completed, the first message between the two points named having been sent on September 28th. The part of the line now in operation extends from Skagway to Dawson City, a distance of a little more than 600 miles. Forty-one miles of this line is formed by the wire of the White Pass and Yukon Railway, from Skagway to Lake Bennett, and the remainder has been built by the



SCENE ON THE MISSOURI PACIFIC RAILWAY. GRAND FALLS, SOUTH OF JOPLIN.

number of names that were not the least bit complimentary. It made me mad to see such an exhibition of unconcern over such a serious matter, and I was about to say so, when he broke in with another torrent of strong words, of which I caught 'fool woman,' 'pug dog,' 'glad of it.'

"Then I comprehended, and as I tramped wearily back to the office I had deserted, I had plenty of time to take a solemn vow to never again bother my head about what might come over the wire."

The road to fame is crowded with men who have become discouraged and turned back.

Canadian Government. It is said that preparations are being made to run a long distance telephone line from Dawson City to points along the Yukon River, Circle City being one of the points which it is desired to reach ultimately. The nearest point to Skagway reached by telegraph is Cumberland, or Comax, British Columbia. It is stated that arrangements will be made for steamers to call at Comax to deliver messages brought from Skagway, and on their north-bound trips for messages to be delivered at Skagway. This places Dawson within about two and one-half days by telegraph.

"The Colorado Road" Again.

A NEW move has been made by the Citizens' Coal Company at Baldwin, says the *Gunnison Champion* of recent date. They, some time ago, entered into a contract with the miners, allowing them to construct cabins on the company land, under an agreement that the men should pay \$1.00 per month ground rent so long as they occupied them. Whenever the men left camp the house was to be the property of the company. Now the company has ordered the men to leave, and they have refused. The next move will doubtless be eviction. It would seem that the men have a remedy at law, but when it is taken into consideration that they are poor, and that the company is rich, this remedy seems to be outside their ability to invoke. The Citizens' Coal Company and the South Park, or Colorado Southern Railroad, are fast earning the reputation of being the most contemptible corporation operating in this county. They are flagrant law breakers, and a part, at least, of the managers deserve to do time in the penitentiary.

An Agent's Dilemma.

A. L. BROOKS, agent at Ridge Station, on the Lehigh Valley Railroad, had an experience one night recently he will remember for some time. When he opened the door of the small station house he was confronted by two balls of fire gleaming in the darkness. The man was not given time even to speculate what it was, until, with a growl, a monster wildcat made a flying leap from across the railroad track and landed on the edge of the narrow platform.

Brooks jumped back into the building, and slammed the door, which was hastily locked. Foiled of its prey, the big cat lunged against the door, but it was strong enough to resist any attempts to break it down. Thus baffled, the mountain lion made successive attacks on the two small windows in the station, through which gleamed a light, but these being protected by strong iron grating, also resisted the frantic attacks of the animal.

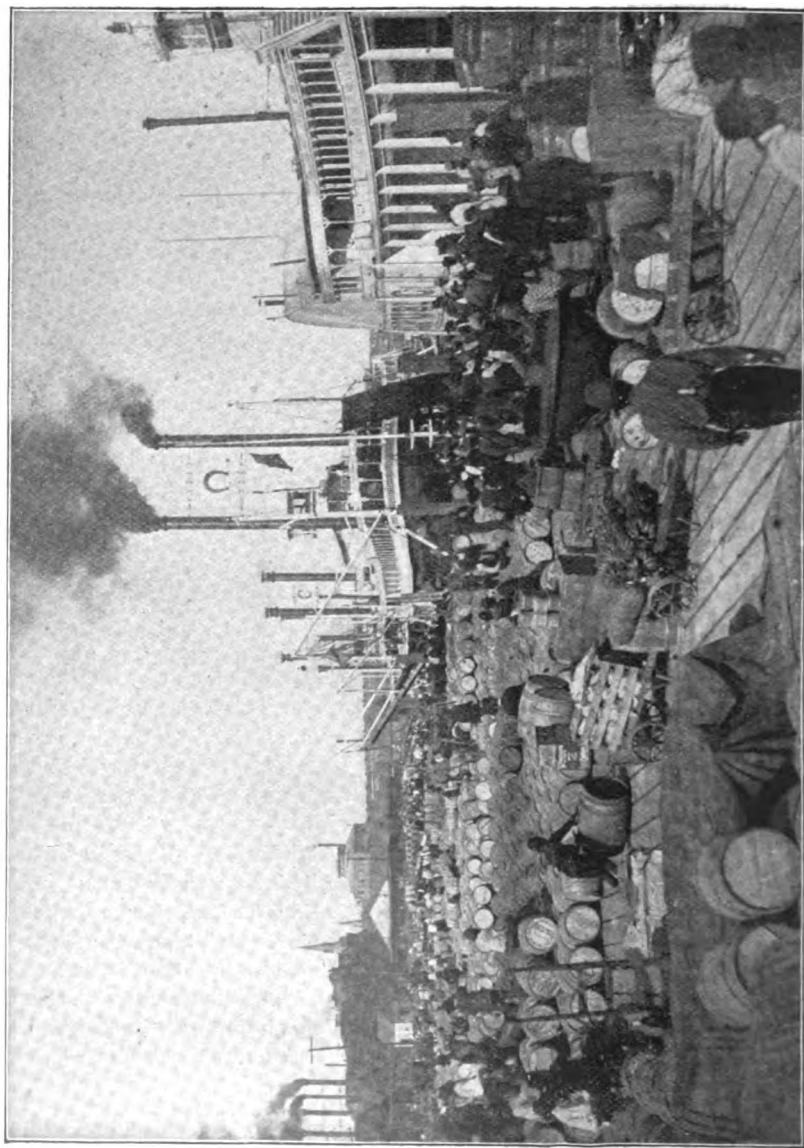
Ridge Station is an isolated spot, with no residents near by, and Agent Brooks was in a predicament. Several times he thought the wildcat had slunk away in the darkness, and he cautiously opened the door in the hope he would be able to get home, but each time he was confronted by the gleaming eyes of the animal, and a quick leap in his direction, and was compelled to retreat. Several hours passed, and Brooks was in despair, as it looked as if the cat had determined on a siege of staying power, when, just before midnight, a rumble of an approaching freight train was heard in the distance. Brooks watched the cat through the little window, and as the train came nearer the animal became greatly excited.

Pacing and springing back and forth on the platform, first against the door and then the window, the animal purred and growled and lashed its little body with its tail until the headlight of the engine flashed in view, when, with a growl, the cat made a leap of fully 30 feet, and fled to the woods.

The Awfulness of Space.

THE immensity of the universe is aptly illustrated by Astronomer Newcomb, in a magazine. We refer to it because it is one of the most comprehensible illustrations that we have seen. He says that if an express train running 60 miles an hour day and night, without stopping, kept it up for 350 years, it would just about complete the diameter of the circle made by the earth in its yearly journey around the sun. Now, let this immense circle be represented by a lady's finger ring, and, taking that as the standard of measurement, the nearest fixed star would be a mile distant, and the farthest visible through the telescope at least twenty miles.—*Paterson Call*.

"It is a very good world to live in,
To lend, or to spend, or to give in;
But to beg or to borrow, or to get a man's
own,
It's the very worst world that ever was
known."—*Earl of Rochester*.



LEVEE SCENE AT NEW ORLEANS.
Courtesy Illinois Central Railway.

Woman's World

From Illinois.

WOMAN'S world, or the circuit of her influence, is a narrow sphere, do you say? *I answer, No; a thousand times, No!* But as broad as time; as high as the heavens; as deep as a mother's love; as far-reaching as the universe, and as lasting as eternity; so is the sphere or world of womankind, for "The hand that rocks the cradle is, verily, the hand that rules the world."

The influences thrown about childhood generally make impressions which control the man in later years. Thus, woman is governing the childhood of the present that shall be the manhood of the future. Mothers, sisters and teachers, too, do we realize what an awful responsibility is resting upon us, as well as what an opportunity is ours? An opportunity of deciding, to a great extent, the destiny of millions of lives, the civilization of nations for centuries to come, and even heaven itself. We have examples of woman's influence proving a bane to race or nation, from Mother Eve in Eden, Jezebel of later Bible history, to Catherine de Medici of Middle Ages. Again, we have examples of women of virtue blessing humanity; among such are Deborah, the Prophetess, and Queen Esther of Bible lore, Queen Victoria, of the present century, and our own Frances Willard.

We cannot all fill places of note, but our influence shall be either for the bane or blessing of the human race, as surely as did theirs, and will widen as the cycles of time roll on. For the law of the harvest in the field of human influence is just as the laws of the harvest in the vegetable world, all ways to reap more than we sow.

SISTER,

HE CARES.

(Written for THE RAILROAD TELEGRAPHER.)

O God, when earthly friends forsake,
And every tie of love is broken,
Can I look up into Thy face
And see one token
That thou dost care?

Or dost Thou, too, like earthly friends,
Scorn the weak love my heart can tender,
And show me, by Thy cold disdain,
That Thou dost render
Nor thought, nor care?

No, God above, Thy love is true,
And Thou dost melt me with Thy pity,
For Thou wilt guide my wayward steps
To that bright city,
And care for me.

—Flora C. A. Wooden, Clay Center, Kan.

Time.

WE cannot appreciate the value of time until we have put forth our efforts to utilize the flying commodity. Time is a wonderful mechanical production of nature. It has a talent for propelling itself with such lubricating ease, is of such common appearance, that we often allow the precious article to slip through our fingers. "OH, Butter Fingers." "Time" has peculiar habits, adjusting itself with that peculiar power and dignified carriage to all conditions and phases of humanity. It has a *sole* power, which is exercised by few; it is in itself peculiarly and perfectly competent in its introduction to all societies; but allow me here to say, "time," with all its omnibus hangers-on, has many characteristics, rudely criticised by youthful minds, which, if insetted in "time's" unsurpassable composition, would be much to the displeasure of the more developed minds in reasoning capacity. The specific ingredients of time are yet unknown

to analysis; it is far beyond the human mind for dissection.

From the aurora of day, with its beautiful image of splendor, to the withering of dawn, by the affectionate breeze from the south, and the boreal zephyr, with its cool invigoration, we are copiously impressed with the vastly unlimited degree of the omnipresence of this wholly and indispensable article, "Time."

Yours for the Order,
HATTIE M. PALMER.

From Ohio.

MEN who aim to occupy positions of trust should first endeavor to make themselves worthy of such a position. When the morals of the men, who are supposed to be our superiors in rank, are below par, merit is oftentimes throttled by unscrupulous methods to promote their unjust and altogether arbitrary views.

But the time is rapidly approaching when the stockholders will demand of the officials they are about to appoint some recommendations as to their moral and mental qualifications, such as the official now demands of subordinates before giving them employment. A man has not the right to expect of his subordinates higher qualifications than he himself possesses, or expect his employees to worship ideals that he himself ignores.

Again, a man is entitled to respectful consideration from all other men, even though one is engaged in tamping ties and the other in managing the multifarious complication of a large transportation concern.

The chief may be back of the message boy. Bear in mind that he will some day be a man, to dislike you or to honor you. Over the chief is the superintendent, over officials the stockholders, and God is over you all. MRS. D. H. LAVENBERG.

"While tumbling down the turbid stream,
Lord love us, how we apples swim."

—Mallett.

The Nagging Woman.

CELEBRATED physician writes the following on nagging women:

A "Nine times out of ten the woman who nags is tired. One time out of ten she is hateful. Times out of mind her husband is to blame. The cases that come under the physician's eye are those of the women who are tired and who have been tired so long that they are suffering from some form of nervous disease. They may think they are only tired, but, in fact, they are ill, and it is that sort of illness in which the will is weakened and the patients give way to annoyances that they would ignore if in a healthy condition. In such cases the woman often suffers more from her nagging than the husband or the children with whom she finds fault. She knows she does it. She does not intend to do it. She suffers in her own self-respect when she does it, and, in the depths of her soul, longs for something to stop it.

"The condition is usually brought on by broken sleep, improper food, want of some other exercise than housekeeping, and of enough out-of-door air and practical objective thinking. It is often the most unselfish and most affectionate of women who fall into this state. They are too much devoted to their families to give themselves a bicycle, for instance, or enough of any healthy exercise and diversion, enough of afternoon naps, perhaps, or theaters and concerts. In such cases the husband is often to blame, because he gives nag for nag, instead of looking straight for the fundamental cause of the trouble. There are many cases where such a woman begins by showing a longing for a little more attention, a little more tenderness, an invitation to the theater or cozy little dinner out with her husband. The man who does not take that as a sign is a fool. He is not only a fool, but he is responsible for pretty much all that follows, and sometimes it amounts to something very like criminal responsibility.



FACETIOUS

To the Point.

Faro Jim was deputed by the other gamblers of Pansy Gulch to compose the inscription to go on the tombstone of a departed member of the fraternity. It was brief, to the point, and read as follows: "He done his damndest. Angels could do no more."—*Exchange*.

His Opinion.

"Don't you think a man should look up to higher thought?" asked the slightly mystical person.

"It's no use," answered Senator Sorghum, impatiently. "You can't do it."

"Can't do what?"

"Hire thoughts."—*Washington Star*.

Quite Delicate.

Mrs. Gabb (hostess)—Your little son does not appear to have much appetite.

Mrs. Gadd—No, he is quite delicate.

Mrs. Gabb—Can't you think of anything that you would like, my little man?

Little Man—No, 'm. You see, ma made me eat a hull lot before we started so I shouldn't make a pig of myself.—*The Rival*.

Odd Results of a Trick.

A freight train pulled into a Maine station recently, and a ventriloquist on the platform thought he would have some sport, so he threw his voice under a car, saying: "Let me out; let me out." The station agent was called, and he hastened to unfasten the door of a car. After working for a time he got the door open and out walked four tramps, all of whom disclaimed that they had asked to be let out. The ventriloquist had builded better than he knew, and had stepped upon the ride of the four hoboes, who were left behind.—*Chicago Chronicle*.

Apprehensive.

The Parisian was in a state of great excitement.

"More trouble?" asked the friend.

"Yes. It's the worst yet. I don't know what is to be done."

"Is a riot imminent?"

"No. My mob has threatened to strike. I'm afraid there won't be a sound at the demonstration I have planned for to-day!"

—*Washington Star*.

With an Object in View.

The aged white farmer trudged along the highway, bearing a heavy basket on to the market place. At intervals he let the basket down and stopped to rest. At the tavern the aged man put his burden on the steps and went inside for a moment. The chirp of the fowls under the covering of the basket attracted the attention of a colored traveler. The door opened and the aged farmer reappeared. He looked in vain for his heavy basket. The black man had taken up the white man's burden.—*Harper's Bazaar*.

Cured by the Telephone.

There is a popular character in Pendleton who has a slight impediment in his speech. He talks eloquently, but he stammers some. He recently located in Pendleton because he admires Missourians, and he has found the right kind here. The other day he went to the telephone to talk to a friend in Portland. When the talk was finished the Portland man said: "Well, old man, you seem to talk better since you went to Pendleton. You do not stutter anything like as much as you did." "No," said the Pendleton man, clear and straight as a bell, "a man cannot afford to stutter through a telephone when to talk costs 75 cents a minute."—*East Oregonian*.

He Wasted his Breath.

I happened into one of the railway stations the other morning, and while I was waiting for a train to come in, I sat me down beside a grave and dignified little girl of perhaps four or five. Presently a man in the uniform of the railway company came in and bawled out a long list of perfectly unintelligible names. The little girl looked at him disapprovingly. Then she looked up at me.

"Ain't that a awful silly way for a great big man to talk?" she said.

Verily, out of the mouths of babes and sucklings cometh wisdom.—*Washington Post.*

No Mean Critic.

The late Sir John Millais, while engaged in painting a landscape one day, noticed a rustic standing by his side gazing attentively at the canvas.

Sir John took no notice of his rural critic, who presently inquired:

"Did you never try fertography, sir?"

"No," replied Millais.

"It's much quicker," remarked the rustic.

"Yes, it is," rejoined the artist.

A few seconds of profound silence followed, and then the son of the soil blurted out:

"And it's more like the picture."—*London Answers.*

An Evening Call.

"I called on Perkins last evening," remarked Mr. Brown.

"Did you have a pleasant time?" inquired Mrs. Brown.

"Very. Perkins was beating his wife when I came in."

"What?"

"I say Perkins was beating his wife, but of course he stopped when I came in."

"Well, I should hope so."

"I begged him to go right on, but he said some other time would do just as well."

"You begged him to go on?"

"Why, yes. I didn't want to stop the fun, you know."

"Oh, you brute!"

"Eh?"

"Do you mean to say you could have looked calmly on while he beat his wife?"

"Certainly. Why not?"

"I thought you had at least a spark of manhood left. I suppose you will be beating me next."

"Yes, I think I could if you would play cribbage with me."

"Play cribbage?"

"Yes. That is what Perkins and his wife were doing."

"You horried thing!"—*San Francisco Examiner.*

Golf as a Temper Test.

A golf story which should certainly be added to the already excellent number to which the game has given birth, possesses an advantage which cannot be claimed for all of them, that of being absolutely authentic. An enthusiast, who was somewhat of a tyro at golf, though of great distinction at other forms of athletics, had a series of misfortunes with which most people can sympathize. He was playing against a man whose opinion he valued, and he consistently topped his ball, sliced it, pulled it, lifted it into a tree, played a fine cleek stroke into a bunker, and made extraordinary straight long-distance putts, in which the ball hopped genially across the hole into the long grass which skirted the green.

At first the player's demeanor was ominously sweet; he seemed positively to enjoy his strokes; then he grew mad; then he grew apparently careless, though his caddie noticed the carelessness was only assumed, as he was pressing horribly. The worst of golf is that you can never deceive either your caddie or your ball. At last, at the seventh hole, he grew wonderfully calm, and marched off to the next teeing ground, remarking to his trembling caddie that he would not trouble to hole out. After an easy preliminary swing or two he topped his ball, which trickled away about 20 yards to the right. Then the man took all his clubs, and broke them one by one across his knee, remarking quietly to his opponent that "it is better to break your infernal clubs than to lose your infernal temper."—*London Telegraph.*

Poetical

EVERY COWARD SOUL SHALL DIE.

Who fails to strike when man's assailed,
For fear of selfish pain or loss;
Who weakly cowers when Right is nailed
Upon the proud world's heavy cross;
Who fails to speak the splendid word
Of bold defiance to a lie;
Whose voice for truth is faintly heard
When party passions mount on high;
Who dares no struggling cause espouse,
And loves no paths by martyrs trod,
Whose timorous soul no call can rouse
To dare to stand alone with God—
That man is coward, and no deeds
Of valor done on fields of strife
Can prove his courage. Battle meeds
Are naught beside a tested life.

Who dallies with temptation's lure,
Nor hurls his tempter to the ground;
Who champions not the weak, the poor,
Whom power and strength with cords have
bound
Who bows obsequious to the strong
And crushes what he knows is weak;
Who palters with a deadly wrong,
And dares no vengeance on it wreak;
Who crouches 'neath opinion's lash,
Nor dares his own true thought proclaim;
Who never with an impulse rash
Ran on before his time—is tame,
Is coward, and no work uprears
Which lasts. God's edict from on high
Says, courage shall outlast the years,
But every coward soul shall die.

—Hattie Tyng Griswold.

FIREMEN.

Like the wild charge of cavalry,
Sent furious at dire need's appeal,
'Gainst whelming ranks of bristling steel,
Rushes the firemen's chariotry,
With clanging bell and clattering wheel,
With pantings fierce of enginery,
With furnace flame and trailing smoke,
With steel-shod hoofs' far-ringing stroke,
With warning shout and rescue cry;
And as the rout goes clamoring by,
The throngs are rallied in its train
And haste the stirring scene to gain
Where Ruin stalks 'mid fume and flame
And Death's in wait his prey to claim.

Like warriors when they make essay
To breach or scale a citadel
Where stern defenders battle well,
The brave men force their perilled way
And strive their fiery foe to quell
In urgent and incessant fray.
The long lines of the hose they lift
And climb the bending ladders swift,
With strenuous clutch and firm-set feet,
'Mid stifling clouds and scorching heat—
They wield the axe with woodmen's skill
And make their way where'er they will;
And wheresoe'er the red flame gleams
They stoutly pour the quenching streams,
Till all the hissing structure steams
With deathly warning to retreat.

Yet dauntless to their task they cling;
Still round and nozzle firm they clasp,
Though oft in fetid gusts they gasp,
Though burning embers round them wing,
Though while the flames with sudden grasp
Of arduous hands their bodies sting.
They show no feather white of fear,
The frantic victims' cries they hear;
At hazard of their lives they save
The frenzied strong, the weak and old,
From torturing pangs and ashy grave;
And oft, too manful, overbold,
The reeling wall they press too nigh
And 'neath its crushing fall they die,
Heroes full fledged and true as they
Who dare the rage of war's wild day.

—Tudor Williams.

MY SWEETHEART

(Written for THE RAILROAD TELEGRAPHIC.)

Aye, 'tis true, I'm in love with the bonniest dove
That ever thine eyes did see,
Such a sweet little fairy,
With eyes brown and merry,
And a glance that brings rapture to me.
For the world I'd not miss her quaint greeting—
her kiss,
As she bounds forth to meet me so fair,
And her soft, dainty laugh
Is like nectar—I quaff
Of it's fragrance, so pure and so rare.

Ah, you wonder, I see, who my sweetheart may be?
You may guess, but unless you are told
You never would dream
That this dainty sunbeam
Is my "Helen!" She's just three years old.

—Jesse.

DID YOU EVER LISTEN, BROTHER?

Did you ever listen, brother, to the music of the
rill,

As it sang in happy cadence, dancing gaily down
the hill?

Did you never stop a moment just to catch its lit-
tle song?

If you haven't, you have missed it; stop when
next you go along.

Have you ever heard the tender little ballads of
the rain,

As it sang them, playing softly on the shingle and
the pane?

Did you never hear the chorus as they joined in
mighty shower?

If you haven't, listen for it when again the rain
doth pour.

Have you never heard the music as you strolled
'neath the trees?

Grander far than mighty Handel with his glorious
harmonies;

Did you never hear the love-song of the forest to
his bride?

If you haven't, stop and listen when again you
chance to ride.

Have you never heard the soft diminuendo in the
grain?

When the breezes played upon it Autumn's light
and happy strain?

Have you never thrilled with pleasure as you stood
amidst the corn,

And heard its sweet bravuras on a clear Septem-
ber morn?

Did you ever think to listen to the diapason
grand,

When the Storm King sang in thunder, as he
swept across the land?

Have you never caught the throbbing of his
mighty, angry soul,

As he struck his harp electric? Have you never
heard its roll?

Have you never paused to listen to the music of
the spheres?

Such soul-stirring strains of melody ne'er greeted
mortal ears;

When Orion, with Arcturus, and sweet Luna and
old Sol,

Head the choruses of Heaven, and the angels pros-
trate fall?

Have you never listened, brother, for the music
deep and grand,

That is swelling all around you on the water and
the land?

Have you never caught the music that the little
zephyrs play,

As they make of you their spinnet, when they meet
you day by day?

Let me tell you, O, my brother, if you haven't
learned to hear

All the music that is swelling daily round you year
by year;

If you haven't caught the melodies that Nature
plays and sings,

You are missing all the music of Jehovah, King
of Kings.

All this music, O, my brother, O, my sister, is for
you;

Will you not then listen for it, as your journey
you pursue?

It will fill your life with sunshine, it will banish
pain and care,

If you only catch the music that is swelling every-
where. —*Frederick Abbott, in "Pearls."*

LIKE MOTHER USED TO MAKE.

"I was born in Indiany," says a stranger lank
and slim,

As us fellers in the restaurant was kind o' guyin'
him,

And Uncle Jake was slidin' him another pumpkin
pie

And a extry cup o' coffee, with a twinkle in his
eye—

"I was born in Indiany—more'n forty year ago—
And I hain't been back in twenty—and I'm work-
in' back'ards slow;

But I et in ever' restaurant 'twixt here and Santy
Fee,

And I want to state this coffee taste like gittin'
home to me!

"Pour out another, Daddy," says the feller, warm-
in' up,

A-speakin' crost a saucerful, as Uncle tuck his
cup—

"When I seed yer sign out yonder," he went on,
to Uncle Jake—

"'Come in and git some coffee, like yer mother
used to make'—

I thought of my old mother, and the Posey County
farm,

And me a little kid agin, a-hangin' on her arm.

As she set the pot a-bilin', broke the eggs and
poured 'em in—"

And the feller kind o' halted, with a tremble in his
chin!

And Uncle Jake he fetched the feller's coffee back
and stood

As solemn, for a minute, as a undertaker would;

Then he sort o' turned and tiptoed to'rds the
kitchen door—and next,

Here comes his old wife out with him, a-rubbin' of
her specs—

And she rushes fer the stranger, and she hollers
out, "It's him!

Thank God, we've met him comin'! Don't yer know
yer mother, Jim?"

And the feller, as he grabbed her, says he, "You
bet, I hain't forgot—

But," wipin' of his eyes, says he, "yer coffee's
mighty hot!" —*James Whitcomb Riley.*

Our Correspondents

Moral Growth—Its Basic Principles.

JOSE GROS.

THE word morality, like many other words, is differently apprehended by different groups of men. By far the largest group considers morality a question of religious formalism, and all dealings not made wrong by human laws or acceptable traditions. A very small group only, we are afraid, rises higher than that. For those men morality means: "Not to do unto others what we don't want others to do unto us", the rule to be applied, not only to private relations, but to all social ones, and so to the concoction of human laws, from the most insignificant to the most vital one in our whole civil, political and industrial life. The writer stands squarely by the latter kind of morality. We, then, can have no respect for the other morality we have mentioned, or for any kind more or less similar to it, and refusing to accept the full meaning embodied in the golden rule, without any limitations. That golden rule, we assert, cannot imply any limitations. It must be absolute in all human relations, private as well as public. If it is not so considered, then it becomes a farce. Hence, the farce of all civilizations up to date, since they all have positively refused to abide by the golden rule. They all have repudiated it point blank, right and left, most especially in the fundamental adjustments of communities and nations, and so in all industrial relations, the most sacred and important to every man.

Faithful to our idea that assertions must be backed with historical or cosmical facts, we shall try to mention some: For over

2,000 years this world has practically, and with few exceptions, been controlled by European races. In imitation of the old Pharisees, those races have always claimed a certain degree of self-righteousness, superiority over all other races. For the last sixteen centuries, and while pretending to worship a god of peace, those races have carried the most murderous and destructive wars over the face of the earth, and so among themselves, as well as against the weaker races. Millions of human beings have thus been sacrificed, murdered, by violence, disease or the effects of the wretched lives that wars imply over large numbers of non-combatants, as well as warriors. Billions of property have been destroyed, enough to more than treble the per capita wealth all over the earth, including the disturbances in production that wars involve. On top of that we should add the degradation that wars spread over conquerors and conquered, over the former more especially. And all these atrocities have been committed in the name of a righteous God, and that Christ who preached peace among men, brotherhood in all their relations to each other.

The Decalogue, promulgated by God, the golden rule, expounded by Christ, do you know what all that means when applied to the rights of distinct nations, tribes or communities? It means as follows: "*Any group of men, large or small, wise or ignorant, good or bad, has the natural, inalienable right to freely use, under principles of equity to them all, the natural resources in the midst of which they have been dropped by the agency of birth or any other.*" Has

any of our self-righteous, superior races taught that to the inferior ones? Of course not. They have never even dreamt of abiding by that honest principle in their social compact, the only rule by which honest, healthy progress can be had. All their insane claims about wishing to improve the inferior races through conquest, commercial expansion, etc., are, then, and have always been, infamous lies and false pretences.

The fact is that all wars, conquests, expansions, purchases and transfers of territory with the people there, have not even been intended to improve the moral or material standard of the conquering and aggressive races. Only the aristocracies, or plutocracies there, have been improved in the beastly sense of increasing their wealth by international piratical booty, legalized robbery, on top of that snatched from the workers at home by the same identical processes, by laws of banditism, of land monopoly. And the home workers of the self-righteous, superior races, have been idiotic enough to kill and be killed, at home and abroad, through all oceans, continents and islands, that the workers of the inferior races should be made industrial slaves of the very bosses and masters who have always enslaved the respective workers of their respective nations.

And after sixteen centuries of such satanic processes, and many others which just now we have no time to relate, what can we notice on the part of these masters of ours, our fine kid glove people, with piles of wealth they have never earned, or hungry after such ill-gotten wealth? We can notice that they never lose any opportunity, in pulpit, platform, through their respectable press, in private talks and correspondence, that they never fail to pose as self-righteous ladies and gentlemen, themselves and their races, the latter by reflected influence, and as long as they submit to be robbed under forms of law.

The Christian humility of those top friends of ours is perfectly wonderful. And what about that Bible of theirs and that Christ of their own? What about that: "Whomsoever exalteth himself shall be

abased"? They never think of that, or any other divine command, unless it is to apply it to the common human cattle, the workers at home and abroad, whose wealth they quietly take in through the medium of monopoly laws, laws of privilege denying the brotherhood of men, trampling upon all divine law.

Absence of humility, pride, self-conceit, greed, hunger and thirst after the wealth produced by others. All that can only evolve empty souls, with no moral character worth the name, in God's eyes.

Reverse those ugly peculiarities. How? Let us be humble, never even dreaming of whatever good traits we may have; let us work as much as possible for God's righteousness; let us love, with all our souls, humanity at large; doing our best for the establishment of the equal rights of all men, and our moral growth shall follow, as good appetite and sleep follows a clear conscience and a certain amount of healthy, useful labor.

Why is it that our self-righteous masters and teachers have never yet discovered that all self-praise is self-condemnation? It would be so even if there was no God anywhere, and no Christ had preached the gospel by which we pretend to stand. Let us give a mathematical demonstration of that fact:

Take two groups of men, A and B. The former receives, from nature and surroundings, opportunities and talent to do good by ten, and the latter talent and opportunities to do good by one hundred. Group A does good by nine. Group B does good by twenty. Nominally, the latter is over twice as good as the former. Really and practically, group B is eight times more wicked than group A (the inferior race), because the superior ones repudiate good by eighty per cent, while the inferior races only repudiate good by ten per cent, from their respective potentialities.

What we call the progressive races have always been the Cain-like races with a vengeance, always at work inventing new processes for wholesale murder, when not actually engaged in killing those we say we wish to civilize.

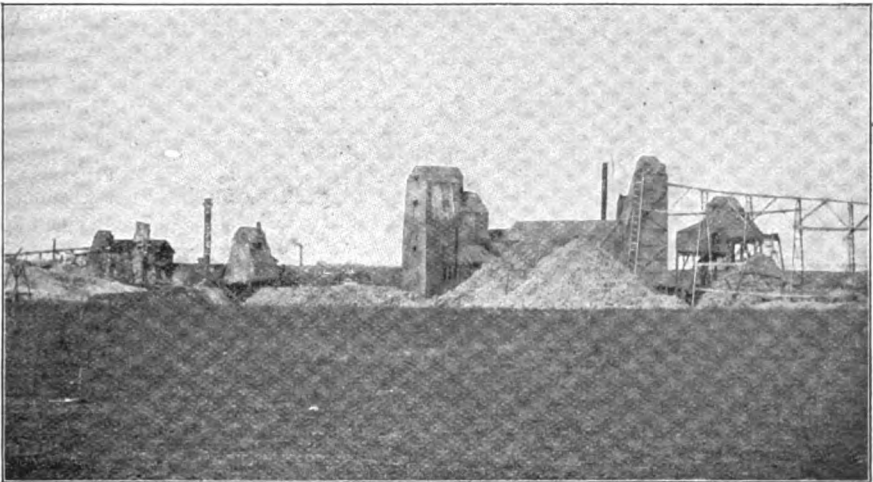
Express Commissions.

While diligently perusing the columns of the September issue of our dearly beloved journal, I came in contact with a very brief paragraph regarding our working for express companies and acting as their agents, for a mere pittance in many cases, and the Brother, who signs himself as Certificate 1213, has put me to thinking, and, I hope, has also many more of us.

I believe it to be a fact that the express companies employ over one-half of their agents for less than \$5 per month, and I believe statistics will bear me out in the assertion, and fully four-fifths of their

cannot afford to pay that amount, on account of the revenue not being sufficient, tell them gently, as we very often tell a railroad management: "If you can't afford to pay the minimum, close the office," and then we will not be obliged to have a thousand dollars' worth of responsibility every month for, probably, \$2.50 or \$3.00 commissions.

By carrying out the above plan, probably a very few express offices would be closed, but I will venture, ninety out of every hundred of those offices which would properly come under the \$7.50 class, would remain open, and thereby increase our earnings



ZINC AND LEAD MINING IN MISSOURI. "HORSESHOE" AND "I KNOW" MINES, JOPLIN, MO.

agents will not cost them to exceed \$10 monthly, and, as stated by the Brother, we are held responsible to the express company for every transaction, and are required to furnish bond for our fidelity, and pay our own premium on same, and I really believe that the express companies should be caused to extend to us a little more consideration, and I would offer the following as a suggestion, and see if my opinion even has a tendency to coincide with that of someone else.

Let us establish a minimum salary that we will accept from express companies, and let that be \$7.50 per month, and in the event that the express company claim they

all the way from one to five dollars per month anyway, and I really believe the scheme could be consummated if taken hold of by proper parties and worked in the right manner.

I do not believe I would make a very strong fight as to increasing the pay at offices which pay \$10 at the present rate of commissions, as 10%, I think, is very fair wages when it is computed on both in and out business, compared with the amount of labor performed, but we should establish a minimum, for no other reason than at each and every express office there is more or less responsibility, and we cannot afford to take this responsibility for less than

\$7.50 per month, and, as a rule, small offices, which pay from \$2.50 to \$5.00 per month commission, have about as much responsibility to them as the larger ones, on account of small towns not having banks and everybody purchases money orders in paying bills, and necessitates the express agents handling a great deal of cash, for which he must be responsible to the cent. Brothers, wake up on this. Let me hear from you.

Your in S. O. and D.,
A. C. EIDSON.

From Massachusetts.

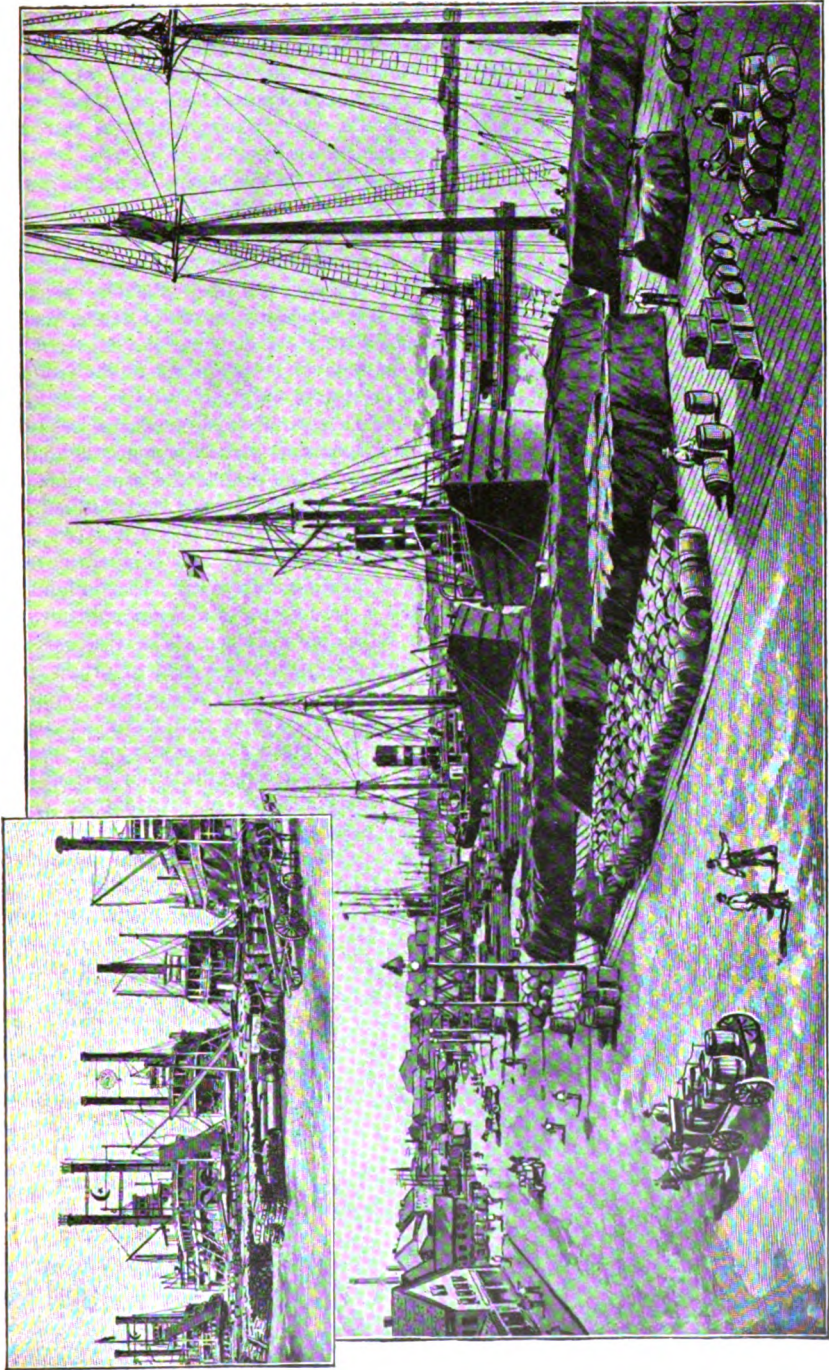
How many telegraphers actually know the mission of Jesus, the Christ that came to redeem a lost world? To them that don't know, it was to give every person their just reward, nothing more, but every man must do his own share of the work that is as yet undone. Each one must put his shoulder to the wheel and help along. So it is with telegraphers in their own business. They all must do their share. The principal reason why there are non-members is simple when facts are brought forth. The non-member believes in his heart he will be rewarded by the company for not joining, or, perchance, make his job more sure, and if the salaries are increased, his will be also, with no effort or expense on his part. This is dishonest, as the non-member gets what he never worked for. It is also cowardly to sit by and see another man carry more than a double load, when, in the event of success, his reward is not double the reward. How many operators have had a Superintendent or General Manager come to them and heap rewards of merit upon them for betraying a trust? Any man that deliberately refuses to help a Brother that is helping him is betraying his trust just as much as though he betrayed his country in time of war. Quite often people get just what they want, but don't know it when they get it. To illustrate, a young man has a job with long hours and small pay and never utters a word or does anything to relieve himself of his poor position; is proving by his actions he is willing to remain just where he is, and is getting just what belongs to him. Another young man has same position, but pays up his dues,

and instead of growling at every misstep some committee man makes, gives a word of encouragement and a word of caution not to make the same error twice, soon finds himself in a position to ask for better treatment, and always get it. He also gets just what he deserves, because the Almighty, in his wisdom, drew his plans just for such occasions.

From my own personal experience, knowledge and sight of different men's lives, I believe it is utterly impossible to keep down a man that desires to go ahead.

All the honored statesmen that this country ever produced were honored because they deserved it. Honor was theirs, brought to them as a reward for the honorable deeds they performed. No man is ever respected for gambling and growling and being lazy.

It is just so with telegraphers as with others. You will get just what you deserve, whether you have sense enough to realize it or not. It looks and seems harsh to compare a human being's intellect to an insect's, but it is a fact that bees have far more knowledge of how business should be conducted than lots of human beings. If any man doubts this statement, observe for yourself. Here is the best excuse I ever heard given as a reason why a man would not join the O. R. T.: "I cannot. I am personally acquainted with the Superintendent's wife and daughter. They are awful nice people and it would hurt their feelings to know I had joined." This is, in my opinion, about as an original as I ever heard. The other old ones I've heard for years. Now the "awful nice people" probably lay awake nights worrying over some of the operator's troubles, or else they are cruel and harsh to their well-wishers. If a man doesn't respect himself, I can't see how he expects anyone else to respect him, as it is not reasonable. Never in the history of the country was any kind of workman asked to do as much, including hours and days per week, at the salaries paid, as the telegraphers. This, also, in view of the fact that the art of telegraphy is one of the masterpieces of the product of American skill, thought and brain. But as long as some of us see these things probably they



LEVEE SCENES, NEW ORLEANS.
Courtesy Illinois Central Railway.

will continue to be shown to the man whose eyesight is impaired by selfishness.

Here is a tip from experience: When organizing a road do not allow any member to talk about strike. Simply say the wage rate and grievances are to be presented in a body for consideration. Every act and every statement (magnified the full limit) will confront the committee in negotiating with the management, and any overt act on the part of any enthusiast will be used as a whip to thrash yourselves, or any excuse offered by a committee man will be used as an excuse that the O. R. T. does not represent the sentiment of the road. I see no good reason why a committee should not write something about the difficulties it had to contend with, so as to warn some other committee and not make the same mistake.

Negotiating with the management is a problem for new men and should have everything done in a clean, experienced, business-like way, to insure the respect and good-will of your employers.

MOSSBACK MOAN.

On the Social Problem.

The human race is only in a state of semi-barbarism. Soon wage-slavery will pass away, educated humanity will then be perfectly free, and man will become perfect by the aid of an ethical code, independent of all so-called divine revelations.

For a thousand years dogmatic theology has been a terrible load for advancing civilization to carry, and it is only, as mankind more and more shake themselves free from this incubus, that they are able to think clearly and to reason correctly, on the various problems of life. Plutarch says: "Political science is the most noble of all the sciences." Recognizing this to be true, socialists make a special study of the science of political economy. It naturally follows, therefore, that most socialists are well equipped to speak or write on social questions. Civilization is the result of evolution. Seeing this is true, it seems very strange that society does not make an effort to intelligently steer themselves along. Instead of so doing they blindly drift, sometimes advancing, sometimes retrograding.

In spite of all our boasted progress, during some three or four centuries of the present social system, let people open their eyes and look around and they will see corruption and wretchedness everywhere.

Machinery has enormously multiplied the productive power of man, and it is to-day the most potent factor in the production of wealth.

Inasmuch as machinery can be multiplied almost to infinity, it would seem, therefore, that all our people should enjoy the necessities and a reasonable amount of the luxuries of life. Planless production, the enormous waste of labor, and a faulty method of distribution, does not allow enough to be produced to go around; present system will only produce what can be sold at a profit. We frequently see the absurd spectacle of an over-production in this or that line, and at the same time behold many people in need, but without the means to buy.

The old speculative and competitive system is passing away and what might be called a speculative and monopolistic system is taking its place. The trusts are a decided advance in the field of production, but they are essentially plutocratic. Among other fatal objections that might be urged against the plutocratic trusts, are these: They are speculative—the profit system and the fleecing method of distribution.

The principles of scientific socialism are perfect. All who are intelligent enough to understand, concede the perfection of the socialistic theory. A good many, however, insist that while perfect in theory, it would not work in practice, a proposition that is self-evidently fallacious. Others argue, that inasmuch as a good many of our people are more or less ignorant, indolent and vicious, a co-operative commonwealth would not be a success until these factors have been overcome. To this I would, slightly paraphrase Junius, reply: If men are to wait for justice until they all become wise and good, in wage-slavery, they may, indeed, wait forever.

The next financial panic, which is surely coming, will probably be more severe and disastrous than any of the great panics of the past. It is hardly to be doubted that the effect of the plutocratic trusts upon so-

ciety will be to enormously increase the severity of the periodic panics. I firmly believe that the nation is riding post-haste to the deuce. I believe that as the financial panics strike the nation, with increasing frequency and force, conditions will soon become unbearable for the producing masses, and when conditions finally do become intolerable, one of two things must happen. The nations will erect "Caesar's Column," and the dream of Donnelly will be a terrible reality; or, a co-operative commonwealth, with a purified democracy, will arise. Let us hope it will be a co-operative commonwealth; then men will cease to rob and fleece one another, then the speculator and the wealth manipulator, the pirates of the present day, will vanish, then the non-producing leeches will fade away.

In a co-operative commonwealth, the Golden Rule will govern the actions of all. Reason, truth and justice will prevail in the land, and the brotherhood of man will be a fact.

H. L. JACKSON.

East Alton, Ill., November 20, 1899.

Mr. Gilhooley on the "Scabs."

It being "public night" at the "Gilhooley Protective Society's" clubroom, the doors were thrown open early, and an immense throng pressed inside in an eager endeavor to secure the best seats, as it had been widely circulated that Mr. Gilhooley, the "President," was to open the debate on "Scab Labor." It was not until some time had elapsed, however, before the "Chafe Executive" made his appearance, and as he strode up the center aisle, with an air of lofty dignity, and brow slightly ruffled, it was apparent to all that he considered this one of his "momentchuous occasions," where all the stored-up knowledge he had been cherishing for years would be brought into play, and he could give vent to his pent-up feelings in a manner that would put his hearers in a state of coma from sheer amazement at his wonderful ability. After several minor speakers had concluded their oratorical efforts, Mr. Gilhooley arose, pulled down his vest, and began:

"Frinds 'nd Public Innimies, for sich Oi suppose some av yez are:—Yez all know the sibjct, so Oi'll not mintion it for fear

Oi discern some av yez blushing and feeling chape, but Oi doan want yez to take me remarks to mane that Oi think yure all a dirthy lot iv scabs as apploied to yuresilvs. Oi know Oi can vouch for me frind and co-pathriot—Finnissey—that he's not wan av thim. Yez all know, iv coorse, or Oi pray-sume some iv yez don't, where the wur-rd 'scab' sprung from. For the binifit av those among ye who are so ignorint that ye can't rade yure name on yure pay chick, Oi'll impart to yez all the infirmation. It manes, accordin' to me owld dead an' gone frind, Dannel Wibster,—pace be to his sowl—the incrusthation over a soor spot.'

"To illisthrate this importint sibjct, Oi suppose yez all hov had a soor on yez at some toime or anither, whither caused by yure woife hittin' ye over the head wid the stove lifther, or gittin' chawed on the ear bye some av yure murtherous frinds in the Morrysaynia yar-rds av the New York Cinthral, whoile indulging in wan av those mixed ale scraps. Howiver, as to that, Oi dunno.

"Now the disthriputable blackguard iv a discindint av the cillybrayted tyrant, Nay-ro, who takes me jab whoile Oi'm out on a shroike for me individual roights, an' those av me fillow min, is worse than his divilish ancisther, Nayro himsilf, who used to sit on his durestip, an' amuse himsilf by burnin' up moy ancisthers toied to his hitching post, who rayfused to do his dirthy wur-rk that his naygrus wouldn't do.

"Now, whin a railroad that is incraysin' its dividinds at the rate of a million dollars in a quarther, loike the Cinthral, for instance, starts in to cut down me pay an' make me do the wur-rk av fure min and an illiphant, by daycreasin' the hell'p, that's wot crayates the soor; an' the highway rabber av a discindint iv Nayro, as Oi sed befure, who comes along an' takes me place, an' the furst thing he does is wr-reck a thrain an' daycrease the popylation, that man's the scab on the soor.

"Wan av these illitherate thramps who tuk me jab on the Cinthral at the toime av the Knoights iv Labour sthroike, sit foire to the siction house shanty, whin the Annerable Chancey wasn't lookin', an' burnt up me dinner pail an' an owld T. D.

poipe that was a prisint from me grate-grandnithur. Will, wut does the miserable thrain rabber do but blame it onto me, an' sware bye the Howly Virgin he sane me do it. Thanks to me estimible frind, Dick Croaker, Oi got bailed out, afther goin' through wid the morthification av bein' arristed. But yez all ough, to hov sane the scab afther Oi got through wid him. If he's aloive to-day, he's a cripple. The lambastin' he got made him riligious at wance and sint for the praste.

"So yez see whare the wur-rd furst originat-ed, and the illtimate raysults av its active apperaytion, an' inywan who is will-in' to hov sich a soobliquit attached to his name, can come fornist me outside an' Oi'll giv' him worse medicine than the ar-mry docthors gave our bowld soldiers in the Americano-Dago war.

"Oi wish to tell yez about this club be-fure yez go. It's a protictive societhy, organized for the binification of mankind. The motto is in Frinch, '*sans peur, sans reproche*,' which manes, as me frind Grady towld me the ither day, 'Without fear an' without reproach.' We sane it on the Obelisk. Any wan who is timpirit an' abstimious an' niver was the 'incrusthation over a soor,' can jine us by apployn' to Surgeant-at-Arms Grady at the dure."

"MISSUS FINNEGAN."

Productive or Non-Productive.

The assertion that telegraph operators are non-producers, and that the telegraph department of a railroad is only maintained as a convenience, is about as weak and silly an argument as we have heard for some time. It parallels the oft-repeated fallacy that all the products belong to the producer; the likes of which arguments only go to prove the need of economic education on the part both of employer and employed, and more especially on the part of members of a labor organization and leaders in the cause, who are the vanguard in seeking a just and proportionate share of the products of organized industry, of which the wage-earner is as much a part as the market which consumes the products, the organizers of industry, or the machines which make it possible to produce enough that

the masses might share in the conveniences and luxuries, if you will, of those who are in the advantageous position. Arguments do not amount to much when they are not founded on facts, and facts are not instances, an abundance of which may be presented and yet not prove anything, or, at least, not prove the actual status of the case, as when one says the telegraph is non-productive because it does not give some tangible results, such as producing raw or finished material.

It is no secret that the man with the blues who trails his hoe in the dust of the earth is short-sighted and perpetually sees that all the products belong to the producer, meaning the one who produces something that can be seen, felt, and handled; that property is robbery, meaning that anything a person gets outside of hard labor or day's wages they are not entitled to; that all stock is watered, meaning that every dollar put into a concern over and above the actual value of the real, tangible property of the concern has no sustenance or cause for existence; that the bread he earns by the sweat of his brow is bitter, meaning that nature should have provided some other means of subsistence than that of exercising oneself to get and to have. But the man with the blues isn't behind the pompous official, who sits in his easy chair, with a fat salary, and sees that the payment of wages is a great philanthropic work; that the wage-earner should be a humble, obedient and submissive servant, depending for an increase, over and above the stipend allowed him, upon the crumbs which fall from the master's table; that all comforts, conveniences and considerations must be given to the customers and the business. These things, in a degree, and in a sense, might be true, and to the thinkers thereof might be facts, but as facts are partial truths, they are the minimum, and by no means comprise the larger and largest facts and real truths which form the economic basis of all operations.

To say that telegraphers are non-producers is to say that teachers, actors, musicians, labor leaders, bank clerks and organizers of industry are in the same category, for when we come to separate producers from non-

producers we are compelled to draw some mighty fine lines and some very long conclusions. If it were really true that the producer is really the one who, by manual labor, either prepares the raw materials or finishes the product, there would be little industry and scarcely any commerce, for under such an arrangement a man would have to build a pair of shoes and then carry them to his customer, even if a hundred miles away. But the division of labor overcomes the difficulty and makes possible what we see going on around us every day, and the facts are, that a producer is one who produces anything for which there is a demand, whether it is tangible or intangible, or whether they are engaged in the immediate production, or the very remotest necessity of placing the product in the hands of the consumer. But this does not mean to say that all products are legitimate and desirable. They are legitimate and desirable so long as society demands and tolerates them, no matter how undesirable they may be to a few, or to even many; when society catches the drift of the undesirability the demand must cease and the production become illegitimate. And when society forbids a production, or consumption, it becomes criminal to engage in it—a crime either against the morals of society or its established laws, which brings punishment, either by public opinion or jail. Indeed, it is not always necessary for society to make a demonstration, as an adverse public opinion or a declaration by law, the demand for a product may cease simply because no one wants it, as in the change of fashion; and when there is no demand there will be no supply, and *vice versa*.

There are many pleasures, conveniences and luxuries which we complex beings indulge in which has no industrial utility; that is, which fills no necessity. Take, for illustration, the theater in opposition to the bank. The theater can be dispensed with, and we may not feel its loss, while to dispense with the bank would mean great inconvenience, and even loss and disaster. But we do not mean that the theater has no utility, or that to dispense with it would make us better off. On the contrary, it has its utility in the social side of life, and on

that side we can no more afford to dispense with it than the bank, and to argue for its dispensation and its non-utility would be as much common sense as to argue that the telegraph is but a convenience to the railroad, and is non-productive. The facts are that the telegraph is as productive to the railroad, in an industrial sense, as the theater is to society in a social sense, or as the car record department, or any other department which does not tend to the motive power and the maintenance of way. If you have tracks to run on and the power to move the rolling stock, you have a railroad, but with the more facilities the road has the greater the efficiency in service and the greater its earning capacity. How much does the telegraph add to the power of the railroad in either direction? Railroad officials should never give out such a bluff; it is a bad reflection upon their business sense. Private corporations, unlike political institutions, do not maintain departments, or establishments, which do not pay for themselves. It is not for fun or convenience that private corporations do anything; their interest, based on the mighty dollar, is the basic principle. Not that we mean to say that all railroads are stingy and mean; some are very liberal, and it returns to them in more efficient service in organization, or if their liberality is towards their employees, by better contented and more diligent and intelligent workmen.

There are any number of people, both in the ranks of the employer and the employed, who have but little conception of the cause and effect of organized society. Utility to them never counts anything. Everything exists simply as a convenience. The government exists simply because it is the desire of a few that it should be so. It is a fine thing for the politicians, because it creates fat jobs, and makes lots of work for men; it maintains an army, a navy, and police force to beat off intruders and prevent us from being slugged in our daily rounds. It keeps order among the wage-earning slaves and enables the employer to rob them by giving them as little of the proceeds of business as will keep the wolf from the door. It makes all the laws for the protection of the moneyed interests, and, altogether, it

simply maintains a huge machine to roll logs over the laboring classes and crush out the life of the masses. And so it is with all the rest. Corporations are concerns of greed, and stony-hearted and woolly-minded officials claim that "to the victor belong the spoils," and they make use of their power to take all they can get of the life-blood, and give as little as they are compelled of the sustenance which elevates and dignifies the man upon whose faithfulness and ability their success depends. Such views sometimes absorb the minds of those who are capable of better things.

If society to-day was organized as in the olden times, when productive power was less efficient, there might be good reasons for having the blues, and for being bluffed when we ask for rights, privileges or favors. When a man is a slave he has no rights; not even the right to live, for the life is the master's and he can do with it as he pleases, just as he does with his horse or his mule, or any other chattel. But when a man is independent, and is handed a sum for his services to do with as he pleases without being questioned, or having to give an account of the same to a master, then he becomes a noble being, although he may be a fool for not having knowledge, ambition or courage enough to seek a larger share of the products. Thus far in the history of civilization the wage system has been an ennobling feature of organized society, and it has accomplished, and is destined to accomplish, for humanity, what no other plan or arrangement has or could accomplish, so far as any other system has been revealed or plans tried. Personal independence is what the wage-earner wants, with the liberty to inquire and the privilege to know what larger share of the products he is able to secure without detriment to the industrial organization of which he is more than two-thirds, both as consumer and producer.

The society of civilized peoples is one vast complex whole, the movements of whose units affects the whole. We have individual units and units represented by organizations and groups which represent units, if you will. And we have social units and industrial units, and the industrial is as much dependent upon the social as it is upon

the natural resources from which it draws the material it prepares for consumption. The industrial world organizes for the purpose of supplying the wants of society, and upon society using its products depends its prosperity. Should society cease to consume, industry must cease to exist. Industry has tried to ignore the social side of life, or at least that it depended upon it for consumption. The idea has usually been that "we manufacture to sell; we build railroads to haul freight and transport passengers." It was not a question of how to induce or enable people to buy, to ship or ride over "our" route; it was simply a matter of being "here" to do business for what business is wanting to be done. Presto, change! Now, "we have products to sell, and we will do everything in our power to accommodate you." If you are traveling, "ride over our route; we have beautified and adorned our stations and made the scenery along our route as attractive as lies in our power." And even the trolley roads build parks, with beautiful lawns, flower beds, fountains, music, amusements, and everything possible to please and attract, that the people might be induced to spend their money.

Now, in relation to the employment of labor, it was very much the same as "we have goods to sell; if you want them, buy them." The theory of the wage system is to buy man's services, just as you buy food for your horse, or oil for your machinery, and the least for which you can induce men to work for you the less is the cost of production and the cheaper the products can be sold, and the greater the advantages to undersell your co-manufacturer. All that is perfectly legitimate enough, but man is neither an ox nor an ass, although he sometimes may be a brother to either, yet he eats neither hay nor straw, or uses his hide for clothing. He is a human being, and if an individual has neither capital, wit, ambition, opportunity or capacity to engage in business, but sells his services, he is no less entitled to as much in proportion as his more fortunate brother. It is this social side, this human part of the wage-earner, which has read the law to the employer, or rather demonstrated it, and sometimes forcibly.

that he is the market, the consumer of products wrought by labor and organized industry; and labor organizations, while they have not always been wisely conducted, or had the most business-like men always in the lead, have been a power and a legitimately economic force in bringing these facts to the attention of the employer and the world; and their usefulness depends upon their methods as well as upon the permanency of the organization, which is needed for incessant work in creating public opinion, if they directly accomplish nothing more.

And, now, in conclusion, while we have under consideration the man with the blues, at the danger of repeating what has been said at previous times, and perhaps we have done that in what has been written above, let us make another observation or two with reference to organized society. Millionaires we have, and billionaires we may yet have, and the harder you try to stop wealth-getting the less successful you will be, and, indeed, it would be a detriment to society if a way could be found to retire a man from business either at a certain age, or when he had accumulated a certain amount. Society would only cut off its nose to spite its face. A few years ago we went to a friend for a loan of a few dollars. The man was worth thousands, and could have given us what we wanted without ever knowing that it was once his. But every dollar he had was invested, and every person that he had his dollars was making more dollars out of them, and not even they had the sum we were seeking. There is the principle of having millions. A man may have abundance and yet have nothing. And why? Because there are always inducements for a man to make himself, and what he has, useful. If there were no inducements or advantages held out to organizers of industry, the whole operation would be left to philanthropy, and enough of the altruistic disposition has not yet been developed in the human, or civilized being, to depend upon primarily. Therefore, the wage system fits very well the degree to which civilization has advanced, together with that of interest for the loan of money, and many other things which we see in the

economy of society for which, in our altruistic and unselfish natures, we find no explanation. So selfish is capital, and the capitalist is the man who has a dollar invested, that it wants no stumbling-blocks in its way, nor does it want to be disturbed or discouraged. It is extremely sensitive, jealous, and close; but it would be to its advantage to occasionally inquire into the feelings and desires of the other side, its great ally in production, as when railroad officials are approached and asked to reason on propositions, and not talk glibly or senselessly about non-producers and conveniences. And when they do want to argue about non-producers, they should be reminded that railroads, themselves, are non-producers, and but important auxiliaries to production. And, further, that telegraphers, just as much as officials, eat, live, wear clothes, and have children to educate, and in every respect enjoy life, and by nature seek to enlarge it just the same.

S. W. HILLER.

Express Commissions.

So many questions present themselves for discussion, it is difficult to choose the most important. Overtime. (See Past, Present and Future, in October TELEGRAPHER.) The Man of Many Offices. (See same issue.) But the question now uppermost with me is that one relating to the express business. Our express officials are courteous and kindly in their correspondence, and I appreciate them for it, but the question of commission presents itself. Matters are not satisfactory in that respect. We agents are equally responsible to the express company as to the railway company, and the handling of express business is compulsory. Why compulsory? Because an outsider cannot be got to handle the business and assume the responsibility for the remuneration offered. Personally, I would be glad to have an outsider appointed, as my railway duties are often seriously handicapped by express business. For instance, it wants five minutes of train time. At this one-man office—and there ought to be two—a passenger wants a long-distance ticket and his baggage checked. At the same time another party demands a \$3

money order, while a third wishes to ship a crock of butter by express. You get through the whole business, the pot-bellied conductor cries all aboard, and away goes the train. Now for the balance. Your commission comes to 3 cents. Undercharge on long-distance ticket, \$2.30; deficit, \$2.27. Of course, all customers have been accommodated, and you are a smart agent, courteous, affable and obliging, but a day's pay has gone to the dickens, and the agent has to put up. A railway agent should be privileged to handle or decline the handling of express business. He should have some say as to remuneration for his services. A stated salary would be preferable to a commission. The average amount of business would regulate the salary. My commission amounts to about \$8 monthly. Would prefer, and should have, straight salary of \$15 or \$20 per month.

Yours in all the virtues,

W. SMYTH.

The Brothers Need Help.

A "Sister" asks in last month's issue: "Do the Brothers need help?" My dear Sister (excuse the endearing term, but I know you must be dear to be so thoughtful and considerate of us brothers), if you would cast your kind and sympathetic eye to the far east, you have no idea of the number of boys that need help. Why, just look at us. Far away from home, among cold and callous-hearted strangers, with nothing but a cheerless boarding-house to greet us, with no loving attention of a natural sister to darn our socks and mend our shirts, nor no wife to exert a guiding influence; is it surprising that some of us turn to the saloon in search of geniality and forgetfulness that we ever had a loving sister? Much to our shame, it is so. Do we need help, indeed? Take another look at us. Here we are, grinding away seven days a week, with no one to inspire us with any ambition, beyond giving the company satisfactory service, and holding our positions as best we can. But what does that amount to in the way of rising to fame and fortune? Of course, some of us, one out of a thousand, becomes a dispatcher in time—a long time—but surely there is none who gets to the top round

of the ladder without the inspiring influence of some fair Sister. I mean someone else's sister.

My dear Christian Sister, can you ask if we need help? Surely, there are numbers of us who could possibly better our condition in other walks of life, and all for the want of a "Sister's" help, but we have it not; "nothing but leaves, the spirit grieves." Yes, "Sister," we need all the help you can give us. A BROTHER.

From Camp Puerto Principe.

Seeing from the October TELEGRAPHER where our Bro. W. M. Robesson, of Broken Bridge, Philippine Islands, has his troubles, if you will please allow me to break in I think I can interest your readers and the boys who want to come to Cuba. My office is situated about eight miles north of the City of Puerto Principe. We are just at present stationed at headquarters of the Fifteenth Infantry, which is encamped eight miles north of the City of Principe, Cuba. Now, say, boys, did any of you ever do any telegraphing in a tent? If not, you should just try it for awhile, especially where you have plenty of high winds, and occasionally a small Cuban hurricane. A couple of relays, two sounders, and two keys and a switch-board, is the makeup of the office, and about ten cells of battery, which try to see how many times they can change positions while the heavy winds are tossing my office tent from one side of the parade ground to the other; and I also have a telephone central switch-board, with 22 different wires, to keep me from leaving the office for a look at the weather. I think, after telegraphing in a tent, especially in Cuba, a man could do most any kind of telegraphing in a balloon. I and W. A. Harper, of the Grand Division, hold down the office.

Any time that any of you boys would like to see the performance of Marconi wireless telegraphy, if you just pay us a visit you can see the sight, but it is enclosed in a large hospital tent. We would think we were in good luck if we were to find a bamboo hut for an office. Well, I will close for this occasion. Yours in S. O. and D

A. S. HOOE.

FRATERNAL

From Massachusetts.

A young man of my acquaintance, not long ago, had, like many more of the profession, a night job as a siding man—isolated little spot, far from any town—which compelled him to walk quite a ways to work; as he had to work from 7 p. m. to 7 a. m., he was actually on the way to, or coming from, or working, the greater part of his life. Between the exposure and the long hours in a cold shack, he took a severe cold, which nearly ended his days; when he went to the superintendent for a relief, the man that took his place was a "young man just entering the service," who was given the job at \$5 less.

All alone the midnight lamp is burning,
All alone sits the weary night-watch yearning,
Thin and wan his pallid cheeks,
Worn and wasted from care and overwork;
From night till morn, faithfully he sits
By the sounder and key and dim lamp light;
Lonely vigil he keeps to make other lives bright.
On rushes the train, with lightning-like speed;
He, the only one to give a word of warning or heed,

Sits there holding life in balance's scale;
On him depends the safety of all on the rail,
And he gets just forty per month.

A hermit, 'mid a thousand who pass him daily by,
Guiding trains to safety with a careful eye,
Heedless he of selfish motives;
Helping others on to a life of perfect bliss;
No home, no friends, no money, not even a few callers,

But each month he gets his great big forty dollars.

By the midnight lamp his eyes grow dim,
His sleepless days have made him thin,
With nerves all shattered, his health is gone,
Nothing but a forlorn wreck, and youth still on;
Loyal to others, but not to himself,
Helped piling of riches for others to hoard,
While he stretches himself on a bench or a board.

Exposed to hardships, the cold and the frost;
Self-exiled, to him society is lost;
Footsore, sad and weary, he seeks the boss
For a few weeks rest, just to keep himself alive,
And gets fired just to make room for
A man that will work for thirty-five.

The above beautiful, sublime, sentimental words carry more truth than anything else, and if you

don't believe it let your organization grow lax. An organization is just what it is, nothing more. By that I mean, if every man grows careless and drops out, the organization goes to pieces, and can accomplish nothing, absolutely nothing. Remember, it is members that make the organization. If each individual keeps in good standing you have a strong body of men, and a strong organization. Once you are unorganized it is a hard matter to organize. When you are organized it is a very easy matter to keep so, if the operators only care to do so. Each member ought to make it a personal matter with himself that he keep his part of the organization up to the standard, and each operator should see to it that he does something to maintain, at least, some kind of recognition for the profession he represents. By trusting to somebody else, and finding fault with someone else for not doing what you yourself should do, is the sure way to ruin and disaster. Make it a personal matter and the road to success is before you.

MOSSBACK MOAN.

Providence, Division No. 256.

Several months have passed since this division was last heard from through our journal, but we are neither dead nor sleeping, but just keeping quiet for want of something interesting to write about. Even at this time there is very little to say, except that the writer wishes to remind those members who are in arrears with dues for the current term that December 31 will soon be here, and the question of how will you stand with the division January 1 is one which should engage your attention more than anything else till that time. Remember that your decision will either be for or against your own interest. The regular meetings of this division have been held, as usual, with an average attendance of twenty-five. I fail to see among the various division reports any who can boast of a better average attendance.

At our meeting in October it was voted to contribute \$5 towards the fund for the relief of our late Bro. Bouchers' family in Canada. It was also voted to waive the dues of Bro. G. A. Barney for the current term, on account of his illness. Bro. Barney was advised by his physician to go to Colorado, where he hoped the change of climate might give him a new lease of life. Sad to relate, he reached the place of his hopes for relief, but found the climate too severe for him, and is now confined to the hospital in Colorado Springs, away from home

and friends. The brothers in that locality will do a kind deed and confer a great favor on the members of this division if they will visit him as often as possible, and impart to him as much of the sunshine of life as they can.

At our November meeting a committee of ten was appointed, to be known as a "Social and Entertainment Committee." This committee is now arranging for a grand ball, to be given in the near future.

We are pleased to report a visit from our First Vice-President, Bro. M. M. Dolphin, who gave us some encouraging information. Bro. Dolphin's personality, and touching remarks, relative to the principles of our Order, left a very favorable impression on the hearts and minds of all present. We understand the members on the B. & M. R. R. are about to establish a system division. This will do away with Boston Division No. 34, and what members there are in that division, working on the N. Y., N. H. & H. R. R., will be transferred to No. 256.

With best wishes for the welfare of our Order at large, I am, yours in S. O. and D.,

F. L. FOWLER, L. S. AND T.

New York, Div. No. 44.

The first meeting for the month of November was held at the old stand, and L. P., P. H. Enright, was in the chair. Meeting called to order at 8:30 p. m., and thirty-eight members present.

The opening ceremonies were gone through in the regular manner. Roll call found the following chairs vacant: First Assistant T. R. Higgins' station, occupied by R. E. Enright; Second Assistant absent, chair occupied by H. A. Kremp; L. P. President absent and J. C. Major in the chair; L. I. Bast guarding both doors.

Minutes of previous meeting were read and approved as read.

Three petitions for membership were read and final action taken on same.

P. H. Enright, Chairman B. of A., made his report, which showed that he gives that office the necessary attention.

The resignation of A. J. Atkins, Assistant Secretary and Division Correspondent, was read and accepted. Bro. Atkins was compelled to do this on account of his failing health and inability to attend meetings. A vote of thanks was given him for his faithful services during the past.

J. H. Van Loon was appointed to act as Assistant Secretary and Treasurer and Division Correspondent.

Final action regarding Division No. 44, joining the Central Federated Union of New York City, was taken, and the delegates appointed are P. H. Enright and J. H. Dunlap. They were also given full power to make our membership effective.

Correspondence of a private nature and important was read and ordered filed for future reference.

The New Initiation Ceremony Committee made a report, and, it being satisfactory, was accepted. E. R. Enright is chairman of the committee.

The following resolutions were adopted:

WHEREAS, The Supreme Ruler of the Universe has visited with death the home of our esteemed brother, J. V. Luckett, and

WHEREAS, In the death of John Luckett a pleasant home has been sadly darkened, a sister organization has lost a faithful member, and the cause of labor a faithful friend; therefore, be it

Resolved, That the profound sympathy of New York Division No. 44, Order of Railroad Telegraphers, be extended to our brother's bereaved family in this great hour of sorrow; and be it further

Resolved, That this resolution be spread upon the minutes of our division, and that a copy thereof be forwarded to the family of the deceased, and also to the federated organization of which he is a member.

Meeting adjourned at 12 o'clock.

The second meeting for the month was called to order at 11:05 a. m., November 26, with a fair number in attendance, Bro. R. E. Enright acting as Local President.

In the absence of the regular officers, the vacancies were filled *pro tem.* as follows: First Vice-President, Bro. T. F. Noon; Second Vice-President, Bro. T. P. McGovern; Past President, Bro. C. F. Capach; Marshal, Bro. L. S. Brown; Inside and Outside Sentinel, C. G. Curtis.

The minutes of the previous meeting were read and approved.

As usual, there were a number of petitions for membership, indicating the rapid growth of our division.

The usual business formalities were gone through with, with much interest and activity on the part of both officers and members. A number of beneficial talks, with many humorous suggestions and comments, by various members, greatly helped to make it a very pleasant and profitable session.

We were pleased to note the increase in attendance over former day meetings, and trust it will continue to increase, now that the summer attractions elsewhere are over.

No members were reported sick or disabled. Meeting adjourned at 12:42 p. m.

Long Island R. R. Notes.

Bro. James P. Fleming, formerly agent at Garden City, but of late with the C. R. R. of N. J., is confined to his bed, suffering from a severe attack of hyphoid fever, at the home of his parents in Summitt, N. J.

Bro. F. H. Langhorst, a former L. I. Ry. agent, is now located at Boston, Mass.

Bro. J. J. Kraus, another old-time L. I. Ry. boy, is now working for the Central Vermont R. R. at St. Albans, Vt.

Bro. B. W. Sykes has resigned his position with the L. I. Ry. and accepted a more lucrative position in Philadelphia.

Sister Josephine Robinson, agent and operator at Hempstead, is spending a well-earned vacation at the home of her parents at Speonk, L. I.

Bro. M. J. McNamara, formerly operator at Greenport, was transferred to the tower department, and is at present located at Mt. Olivet avenue. Bro. B. F. Hill is the day man at this tower.

Bro. P. H. Hayes is doing the relief act at White Pot.

Bro. J. V. Luckett is again working at his "old love," West Woodside.

Bro. J. S. Murphy is one of the latest arrivals, and is stationed at Thompson avenue, Middle, with Bro. J. W. Hartman on days.

Bro. W. M. Smith, towerman at Blissville, is spending his vacation at his former home, down country.

Mr. A. C. Hageman, inspector, accompanied by his wife, is enjoying a vacation at Niagara Falls and other Western cities. Mr. James O'Loughlin is acting inspector.

A number of our boys attended the third annual ball of the Landing Association, at Whitestone Landing, and report a fine time.

We are pleased to note a much-needed improvement for the protection of trains, in the form of a track circuit, between L. I. Crossover and Montauk Junction towers, with an indicator at the former tower.

Bro. H. A. Kremp, the genial agent at Glen Head, is the only member on the Oyster Bay Branch who makes it a point to attend every night meeting. A very commendable example for other members of that division.

Bro. R. E. Enright, one of the New York City "Finest," paid a visit to his Long Island City friends and brothers. Glad to see you, Dick. Call again.

Members at remote points from Long Island City will materially aid the earnest efforts of the Division Correspondent by kindly sending to him all the interesting news they can possibly collect, thereby adding interest and attractiveness to our locals. Please address all news for publication to J. H. Van Loon, 163 Twelfth street, Long Island City, N. Y.

Bro. F. F. Beale, formerly agent at Good Ground, is at present holding down the position of billing clerk at Flatbush avenue, Brooklyn.

Bros. Chester G. Curtis and F. M. Capach made a flying trip to Sag Harbor recently, taking in the sights along the Montauk Division. The Long Island lines against the world for beauty and variety of scenery.

Mr. J. J. Birmingham, engine dispatcher, and wife, are spending their vacation in Chicago and vicinity.

A host of friends mourn the untimely death of Mr. John Luckett, a brother of towerman J. V. Luckett, and loyal member of the B. R. T., at Cutchogue, L. I., by the cauliflower train, of which he was conductor.

Conductor Edward Cadwell, formerly on the North Shore freight, has been promoted to a passenger run between Long Island City and Hempstead.

Bro. C. D. Cummings is at present indulging in his favorite pastime, with dog and gun, in the wilds of Sullivan County, Pa. From former experience we imagine the atmosphere literally filled with feathers and "cotton-tufts" before his veritable "gatling."

Bro. J. M. Wilson, known as the "Hero of the Loops," is stationed at the New York end of the

Brooklyn Bridge. Bro. Jim is worthy of the New York police uniform he is wearing and is a credit to the O. R. T.

Bro. J. J. McGrinn is now agent at Woodmere, and Bro. H. V. Bedell, the former agent, is now at Springfield.

The assistant agents and operators at Sag Harbor and Greenport have been taken off for the winter.

Bro. Arthur Best has returned to the Island, after a month's vacation with his parents at Earl, N. Y.

Bro. C. M. Phillips, agent at Easthampton, has purchased a "mill," and promises to flood the "nons" with O. R. T. literature.

Mr. Woodward, chief clerk in General Superintendent W. F. Potter's office, accompanied by his wife, are spending a three weeks' vacation in Western cities.

One of our brothers, doing the "owl" trick at a tower where the hardest work is to keep awake, glanced out of his east window, and, seeing what he supposed was the headlight of a locomotive, promptly cleared signals, called down the rear towerman for neglect of duty, and waited. After sufficient time for the train to have passed, he again looked out and perceived that the light, which was nothing more or less than the moon in all its glory, had apparently left the track, and was continuing on its regular aerial course. Bro. C—— is still wondering why the moon stopped at his danger signal. Evidently it was full again.

Bro. G. W. Penny has left for Denver, Col., where he will spend a few months for the benefit of his health. We trust he will be well received by our brothers in the "solid" West.

Bro. E. W. Morrell, formerly agent at Southold, transferred to Sag Harbor.

Mr. B. D. Corwin, formerly agent at Sag Harbor, goes to Riverhead, with Brother W. E. Rogers as assistant. A good opportunity for R. O. to use his convincing and persuasive arguments before January 1.

Our hard-working L. S. and T., J. F. Hinterleiter, has issued his annual letter to all members, enclosing notice of dues for the coming term. Members should arrange to remit the \$4 before the close of this year, and get their cards early. I would suggest a most agreeable reward for his efforts by sending him a Christmas present in the form of your remittance, and he will in turn manifest his appreciation by arranging in time for a beautiful New Year's token to you in the form of your O. R. T. card.

Those non-members who promised so faithfully to join by January 1 are again reminded of the fact by the L. S. and T., who is always on the alert for the fulfillment of those promises. Members could greatly assist him in keeping track of these "nons."

This will be practically the last call for those not paid up to December 31. There are but two members in arrears for the current term.

Yours in S. O. and D.,

J. HERMAN VAN LOON,
Division Correspondent.

Erie R. R.*Delaware Division:—*

The stories told about Bro. Stratton would fill a little book; but "SN" denies them all, and calls it his bad luck.

He sauntered forth one evening,
His girl to serenade;
The mandolin he firmly grasped,
And for her home he made.

His knees became quite shaky,
Nearing his darling's home,
For he saw by the light in the window
That his girl was all alone.

Sweet strains now filled the balmy air,
Playing the lover's dream;
His love sat as enchanted
Till she heard her Milton scream.

His heart being all a-flutter
Made him unsteady on his keel,
And, unconscious of his danger,
Stepped on a banana peel.

Poor Stratton went a-sprawling
Down on the ground so cruel,
His fighting blood up to a pitch,
And ready for a duel.

Now, Milton wasn't hurt at all,
But, oh my, if you could only see
His mandolin—the shape 'twas in—
You'd cry out and say, "Oh see!"

He next picked up the pieces,
And tied them up with rope;
To now get home without being seen
Was then his only hope.

On thirty-eight to "PO" he went,
But now I have forgotten
Whether Stratton took the mandolin,
Or the mandolin took Stratton.

The object being to get repairs,
He walked right in a shop,
To once more feel light-hearted
Without being all upset.

Aboard the train and homeward bound,
And seated in the smoker;
His treasure lay beside him,
Peacefully as Dick Croker.

Stratton looked for naught but calm,
When, in fact, a storm was brewing;
Got off his seat to look and see
What the outside world was doing.

The train was nearing, now, a curve;
Fate seemed on mischief bent,
For, hard as he tried to avoid it,
Sat right down on his instrument.

Now of this great calamity
Some passengers do tell;
They heard our brother say he wished
His mandolin was in ———.

Hark, boys, now, and heed my warning:
Do not commit the sin,
That should ever you meet Stratton,
To mention mandollin.

I will here end my story,
For I really fear his wrath.
If he will only, when he's married,
Remember Boland's new straw hat.

CERT. 64.

Meadville Division, East:—

Bro. Brockway did the night trick at Mill Village tower during Alverson's absence.

Bro. Johnson, of "S" tower, was counting votes this election. Bro. W. L. Jobes filled his place.

Bro. M. F. Kinney has returned from his trip and is holding down Watts Flats, as usual. Also Bro. B. Knight, of Falconer, is back and ready for all comers.

"WE 13," E. J. Blockesley, of Jamestown, is a hunter, but we fail to see any game he bags.

Bro. Brockway has been on the sick list for a few days.

Bro. W. L. Jobes has retired from old Erie and has taken up with losses and gains. Brother "XN" looks out for the market. You can't tell where it goes.

Bro. Heerlein, of Union City, has accepted a good position at Pittsburg. Bro. H., would be pleased to hear from you.

It has been reported that Bro. Dickinson, of "WO" (Waterboro), has the cleanest levers on the line.

Dispatcher Fitch takes a ride down to "J" quite often. Suppose there is some attraction down that way.

Wonder who will pull the levers at Red House and Watts Flats when the company gets the interlocking in at those points.

If you can depend on promises, brothers, I think Bro. Abbott will have to get some extra help soon to attend to the applications that he will receive from "HE" Division, East. I have three now and expect soon to get about ten more. Now, boys, it all helps, when you job those "nons'" memory to become a good loyal member and help the good cause along. Will you?

What's the matter with Meadville Division, West, and Mahoning Division? Are you alive over there? If so, let us hear from you in THE TELEGRAPHER. A merry Xmas.

Yours in S. O. and D.

CERT. 39.

Cincinnati Division, East and West:—

Bro. I. N. Geisinger has returned from Martel, where he worked as agent for Bro. J. E. Cyphers for a month. He expects to get a regular job nearer home on Cincinnati East.

Bro. M. E. Walsh, at South Akron, and his office, was moved one mile east of where it did stand, and is now located in the yardmaster's office, where Mike and his partner, J. M. Wells, will have a little more work to do. A long siding, extending from Akron to a point two miles south, is now in operation, leaving no room for train crews to kick about laying so long at South Akron.

Bro. J. W. Bringolf was married November 12 to a young lady at Ashland, O., a Miss Sipe. Bro. B. doesn't seem to be telling everybody, at any rate we cannot find out the lady's first name, so you will excuse us, but we are safe in telling you that she is the best, as Bro. B. looks for the best when he wants it, and that is why he joined the O. R. T. We wish you and bride much happiness. Bro. B. takes Milton, nights, regular, so we understand.

Bro. Henry Kellar has taken Ontario, nights. "GN" shops is too hard work and that's no joke. "Reddy" Welch takes "GN" shops, nights.

D. O. Hahn, copier at "GN," is said to be now doing a "trick" on the Delaware, Lackawanna & Western, where C. F. Colley, a former dispatcher at "GN," is now doing a trick. Chas. Mochel takes Hahn's place.

Bro. John Rensch, formerly an Erieite, but now at Oshkosh, Wis., was calling on Erie boys about November 20. All glad to see you, John.

Harry Gill, formerly an Erieite, is with the Western Union Company, in New York City, and desires to be remembered to all his old friends.

A meeting of Division 42's members, on Lima & Cincinnati Division, was held at Marion, being fairly well attended, some of the brothers coming a hundred miles to get there. Bro. Clancy presided, and a very interesting and enjoyable time was had, reminding us of the meetings of old "228." Brothers, look out for notice of next meeting and arrange your dates accordingly.

It is to be hoped, that while giving thanks last month, the "nons" did not forget the O. R. T., and to show their appreciation of the monthly "donation" they are receiving through its efforts, they will file their applications at once. There are a few, though, that will not come in with anything less than a "Franklin Syndicate" dividend being declared every minute on their \$7 investment, but they don't seem to think that the O. R. T. is declaring one of the most tremendous dividends of any investment in the world, namely, \$60 per year on \$7, and it's safe, too. Come in, won't you? We want the O. R. T. to make of us a grand and noble set of men, one which capital can well afford to appreciate. Let every O. R. T. man strive to be the best operator in every way and thereby raise the standard of the profession. Our condition in the future will be what we make it. In all we do let us be fair.

Bro. Husted, of Marion "Q" Tower, on vacation, Extra Opr. Lary working.

Bro. M. S. Hogan, of Marion Junction, was sick last month. During his absence Bro. Husted, of "Q" Tower, relieved him.

T. C. Lewis was placed as operator and leverman, days, at Peoria, at junction of T. & O. C.

and Lima Northern & Erie. No operator on nights yet.

A good many jobs to be advertised soon. Extra men and "owls" at the lonely tower are figuring of the two evils (jobs) which is the least (best).

Chicago Division:—

Bro. Nye has been working nights at Bippus, but has returned to his old homestead at Athens, where he will hold the night trick henceforth, having been relieved at Bippus by G. H. Simpson, the good-looking young man from Texas.

We understand the day man, Shipley, at Bolivar, has taken in a student. This, instead of the many pages he wrote in defense of his position for not supporting the Order, is, no doubt, the reason he would not consent to come out and be a man among men and support the Order.

Bro. T. Geo. Hartigan is holding North Judson, nights, and he says it is a "little warm."

Bro. Treadway, agent at Wilders, goes there daily from North Judson, and he has nothing to do while at Wilders but work.

Bro. Ed Dykeman has the day trick at Wilders Tower, while Bro. H. D. Fuller has taken the day trick at "HY" Tower, Hammond, but he is working the night trick at "HM" office, Hammond, during the absence of Bro. Mensel.

Bro. McWhinney is absent for a few weeks, being relieved by Bro. Dunseth.

Prof. Cole, agent at Winfield, has caused that position to be advertised, and he will return to Rochester, where he will resume as clerk for this company.

Bro. Chapman worked a week, nights, at Hammond, being relieved by Bro. Sullivan. Chap has returned to Highlands, but is very lonesome since the Kraut factory has closed and the lady employes are gone; but it's a good thing for Chap, as it may "save his job" at Chicago.

Where are those applications promised? It seems the reduction in the cost has no effect on some of those who have promised to get in line. It's a wonder they do not take advantage of the reduction during November and December.

What's the matter with Lima Division? We hear from you occasionally only. Write it up.

CERT. 17.

Missouri Pacific Ry.

Cairo Branch and Main Line:—

With the kindness of Bro. Perham, will endeavor to give the brothers a few items gathered on a recent trip "around the horn."

I boarded the "Cat" Passenger at the Union Depot at Cairo; the train was in charge of Bro. Dave Bacon, a solid O. R. C. man. The first four miles of our trip was by transfer boat, down the Ohio River from Cairo to where it enters the Mississippi, then up the "Father of Waters" to Birds Point.

At Birds Point we noticed the smiling face of Bro. Henry Schroeder, who looks after the joint work of the I. M. and Cotton Belt. Bro. S. whispered in our ear, as we passed, that we need not be surprised if we heard something drop soon.

At Charleston we found Dispatcher Frank and Opr. J. Paul Jones. Mr. Frank has a great reputation among the natives of Charleston as a magnetic healer, and is generally known there as "Doctor" Frank.

J. Paul also has a great reputation, and they do say he wears one glass, but we did not see it, although he was grieving very much over having accidentally broken his gold-headed cane. We just had time to express our sympathy when Bro. Bacon holloed "All aboard." We also noticed C. M. Wylie occupying the manager's chair in the Western Union office at this station.

The next place was Sikeston, where we found Opr. P. Harris had resumed duty after a ten days' leave of absence attending court. He was relieved by C. E. Max, formerly of Piedmont.

At Dexter we found C. C. Bowman still calling "BU" for "21." They do say some strange things about Sikeston and Dexter, but we didn't have time to stop and investigate.

Now comes Moore House, with Bro. L. D. Randal as agent, who says he can sit on his back fence and catch more fish from the river than any ordinary fisherman can by using a net and laying off a month.

Arriving at Poplar Bluff we found Bro. L. A. Nichols had relieved Bro. Wilson as manager, while the latter takes Bro. A. Cheatham's trick, leaving Bro. Bubb still on the "owl." Bro. Cheatham says he has not seen his girl for so long, he will take advantage of this opportunity to go and tell her something that has been on his mind some time. This continued absence has worked his courage up to the proper notch. Wish you success, "CM." Don't take "NO" for your answer.

After thanking Bro. Bacon for the many courtesies extended us while riding on his train, we boarded a main line train in charge of Bro. John Dates, an old-time I. M. passenger conductor, who is noted for his kindness and consideration for the welfare of the company's patrons.

At Williamsville we found Bro. Clevenger, who says if there was anything he did like to hear it was the dispatcher calling "WI" to copy "9." He says he wears out a stylus a week.

Bro. Allison, at Mill Springs, informs us that gravel remains at par, with a good show of going up (the line).

On arriving at Leeper we found Bro. H. S. Effinger had resumed duty after a month's sojourn in the State of Michigan.

We found Bro. Tucker at Piedmont working the noon hour. Don't you get hungry, missing your dinner so much during the heavy season, Bro. T.? Or are you particularly fond of crackers and cheese?

We were glad to see Bro. Copley O. K.ing orders at Annapolis again after his long absence from duty on account of sickness.

Bro. and Sister Bisch, at Hogan, informed us they had not pulled in their signal board for a month. Bro. B., what is the price of fine pups now? Understand you have a kennel of imported stock.

At Arcadia we find the faithful two, Bros. DeMier and Curry.

If you wish to see the sights of the Arcadia Valley, just leave your cards with Bros. Wemp and Day, at Ironton, and ask them to show you around the valley. They will do the rest.

We failed to get a glimpse of Bro. E. B. Immer, at Middlebrook, but understand he is still on the night trick there.

Bro. Ed Homan, at Iron Mountain, was hustling baggage and express; did not have time to speak to him, as we were nearing the dinner station. The train did not tarry long.

Bismarck, 20 minutes for dinner, and time to run upstairs and shake hands with Bros. Seitz and Heitzeman. Tommie, when do you expect to take the trip to New York on transportation built for two? Look out, it takes dough. Ha, ha!

The first thing that caught our eye as we approached Irondale was this sign, "Martin & Heter, dealers in Real Estate." We understand they will soon retire from railroad service to enter the real estate business. We wish both success.

Mineral Point is where the Potosi Branch connects with the main line. We found Bro. Smarr wearing the agent's cap, and learn from him that Miss Kendall is still staying awake nights.

At Cadet, we went by so fast that we did not even get a glimpse of Bro. Dickey, but understand he still makes up the station reports there.

Bros. Gibson and Rogers must be very fond of Blackell. Every time we pass we see them on duty.

Too much business going at De Soto to get a chance to see any one. We noticed Chief Dispatcher W. T. Donnelly and his assistant, Mr. Mason, very busy answering communications and chasing cars, while the trick men were chasing the trains, and Opr. Potts was chasing the messages. It looked like a race to see who could do the most chasing.

At Riverside we changed cars, taking the M. R. & B. T. for the mining district. Here we found Agent Geibler with hands full of business.

Wishing all prosperity for 1900, especially the O. R. T. Guess Who.

Belmont Branch:—

Beginning at Columbus, Ky., we find J. B. McDearmon, steadfast in the faith, doing the wire work and keeping up the car records.

E. Griggs, who has been agent at both Columbus and Belmont for a number of years, passed his 60th mile post a few days ago, but is still young and active, with seemingly another sixty ahead of him.

Ben Monroe is bill clerk and John Lee looks after the O. S. & D. and tracer department, etc. A nice lot of boys to begin with.

Crossing the "Father of Waters," we discover B. L. Welker in charge of affairs in all departments of the station, under the suzerainty of Mr. Griggs. Bro. W. went to Cairo recently to take a position there as operator for the I. M., but found that the atmosphere was heavily charged with disease germs, and returned to Belmont, where he can enjoy the pure, fresh, health-giving mountain air.

Next we reach Charleston, Mo., where John Paul Jones holds down the operator's chair, with

Isaac Moses Frank in the dispatcher's chair—both good men and pleasant fellows to meet. C. M. Wyly, who has been clerk to Agent Green, at Charleston, for some time, is now manager of the W. U. Tel. Co.'s office at that point and is getting along nicely.

We have now been wading through the sand for eleven long miles and come to Blodgett, where we find D. Bryant in charge, sole owner and proprietor—a good fellow and a good agent. Bro. B. has a "WU" wire and we would be glad to see him get the "RR" wire.

About six miles more of sand and we come to Morley, where C. E. Leslie, the agent, does the pumping, while R. Modglin, his assistant, does the telegraphing and station work.

Oran is next in our path, with J. W. Clemson in charge. Uncle John has been a long time in the service and is a good man.

We have reached Delta in safety, but this is a tough joint, taking the location into consideration, but a nice lot of boys doing the work, which is a plenty. J. I. Kness is agent, Mr. Frost operator, for the I. M.; E. Willer, agent, R. B. Jose, operator, for the Cotton Belt. We did not have time to get acquainted with the agent and operator of the S. M. & A.

We hardly got started until Allenville was called, where we found A. E. Farrar officiating. This is the junction point of the Jackson branch. After sixteen miles of hard walking we reach Jackson, the terminus, and only telegraph office on the branch after leaving Allenville. Here we find F. Symons, agent and operator for the railroad, while Miss Louise Long is manager of the W. U. office. Miss Long gave us a stony stare, so we turned back.

We laid up for the night at Lutesville, where W. E. Dickel dispenses lightning and everything else connected with the business. A. L. Sander makes this his headquarters when not in the service, as he is yet on the extra list. And, by the way, we signed Bro. Sander's application, which shows that he is awake to his interests as well as the company's.

Glen Allen is only three short miles north. Here we find C. E. Max doing the all-around act.

Next is Marquand, with M. Owens, Jr., agent and operator, and foreman of the coal chute. Bro. O. has been having a deal of trouble with rheumatism of late, but we are glad to say he is getting along very well at present.

Fredericktown came next, with C. A. Cook, agent, and Mr. Bandy, operator. Lots of work here and we find Bro. C. is very popular with the patrons.

If we hadn't seen the mile board we would have passed Mine LaMotte without stopping, as we could not see the town, but we found the station, with E. B. Hudson, as big and good-natured as ever, in charge.

The way is a little rocky, but we reached Knob Lick in safety and found D. Munroe, a very pleasant young man, in charge.

A little rest and refreshments and we are again moving onward, lost in thought, until suddenly we see the sign, "DeLassus." On entering, we meet J. T. Parker, the genial agent and operator,

who wrestles with the piles of work from early morn 'till dewey eve. Bro. P. is a hustler, and DeLassus is an important office, with much work. Now that the new insane asylum is to be located here the work will no doubt increase, and Bro. P. will need about two good clerks to help him out.

D. F. Stanfill, who has been operator at Delta for the past few years, is taking a well-earned vacation and trying to get rid of the chills and malaria, which he contracted there.

Needless to say, nearly all the boys are O. R. T. members, and those who are not at present intend joining in the near future.

Better organization will help us and also be an advantage to the company in improved service.

We started out to walk to St. Louis to see O. R. T. headquarters, but had to turn in. So here's best wishes to all for a real merry Christmas, and a most happy and prosperous New Year for the O. R. T., and each individual member.

CHAS. G.

Here is a parody on Longfellow's "Empty Dream" that isn't so bad. It was written by C. L. Hunt, remembered by a good many of the Missouri Pacific boys as "Red Hunt." Supt. Sheldon sent him to Scott, Mo., on trial. About all there is of Scott is the call and that's worse enough. It's "ZO":

Tell me not in mournful numbers,
Life is but an empty dream;
If you lived at Scott, Missouri,
Oh! how charming life would seem.

Life is real, life is earnest,
Life is love, and love is not
What it ought to be, I fancy,
If you loved to live at Scott.

Lives of railroad men remind us
We might also be sublime,
And, departing, leave behind us
Garnishees upon our time.

Let us, then, be up and doing,
With a heart for any fate;
In the sweet and gentle springtime,
Pack our grips and catch a freight.

And then, not content with leaving the man who had fed him, with this he sticks up a notice board, warning others, as follows:

Leaving "feetsteps," which another,
Drilling o'er this pike again,
Some forlorn shipwrecked operator,
Seeing, shall pass on again.

On the swine train, gentle Annie,
I'd prefer to cast my lot,
Than to vegetate much longer
At this station known as Scott.

For a downright good time, for a real gospel feast of the beauties of fraternalism, as exemplified in the teachings of our organization, for a hearty, whole-souled outpouring of that spirit which binds men together and makes them brothers in the true sense of the word, commend me to the boys of 3L.

It was my great good luck and pleasure to attend a business meeting and love feast of the Iron Mountain Division boys, held at Bismarck, Mo., Sunday, December 3.

Leaving St. Louis at 8:30 a. m. were Brothers Barron, general chairman Division 31; Boggs, local chairman; Pierson, Hoolihan, and your humble servant. At De Soto, we picked up Bros. Nichols, Nebwideck, and Wilson, and arriving at Bismarck, were joined by Bros. Tucker, Hilze-mann, Timmer, and Cheatham, and Bro. Seitz, the genial, jolly, and generous day operator at that point, who, out of the goodness of his heart, and the knowledge of the depleted condition of our pocket-books after being "touched" by "Boggs, of 31," while on the train, paid for our dinners at the City Hotel. Oh! that dinner. It was worth going a thousand miles for. For its sake I would almost be tempted to work in Missouri, "Dry as it is on Sunday."

I am still wondering how we ever got down to business after such a gorging, but we did, and I am sure the parlor in that hotel never held a finer lot of men than the boys of 31 assembled there that day. Matters of vital interest were discussed. Each and every brother took a deep and active interest in the proceedings. All talked some of the time, and some of the time all were talking.

It was a glorious meeting, one that wakes up all the dormant energies in one's heart and makes him vow to do better and be better in the future. Could such meetings be held by the members of every division of our organization what a grand revival would ensue. We are too apt to judge our brothers wrongly at a distance, but these heart to heart talks take away all that spirit of envy, jealousy, and suspicion, which sometimes exists, and makes us true brothers.

I cannot say too much in praise of the brothers of 31. Each and every one has the best interests of the Order at heart, as evidenced by their magnificent division. I wish I could have the space to speak of the characteristics of each brother whom I had the pleasure to meet, but justice to other correspondents forbids. However, I wish to say to the brothers of 31 that in General Chairman Barron they have a man to be proud of, and one in whom they may safely rest their interests; and in Boggs, of the General Committee, they have an aggressive and progressive member, who will be heard from. I cannot refrain from complimenting Bro. Cheatham on his very smooth way. He should be a lawyer. In conclusion, I want to thank the brothers of 31 for their kindness and hospitality to me, and to assure them that I had one of the most enjoyable times of my life, and trust that I may again be permitted to meet with them.

With very best wishes for your success, I remain, yours in S. O. and D.,

SWAIN,
Div. 37, Big Four.

C., C. & St. L. Ry.

Indianapolis Division:—

Since our previous letter several changes have taken place. "K," recently the "owllet" at "SD," has been made a full-fledged agent at Yorktown, Ind.

"JN" office has temporarily, and probably permanently, been closed, and "EM" is now doing the owl act at "SD."

Bro. D. resigned at "MO," and is a servant of the "Clover Leaf" at Frankfort, Ind., at an advanced salary. "Cess," "D."

Daily, of the White House "Z" office, is confined to his bed with typhoid fever. A speedy recovery is wished for. "D" is an ex-brother, but in deep sympathy with the Order.

"O," at "ON," took a two weeks' vacation and is now back to his old post.

A trip over the line was made by the Chief recently to ascertain who were and were not members of the Order. The "Weres" predominated by an overwhelming majority and "Buck" seemed to think the ayes have it.

As was predicted in our previous letter, "O," at Ansonia, got caught in the hymeneal halter, taking unto himself a better half, in the person of Miss "Berfy" Dewesse, of Pemberton, one of the leading society ladies of that city. Success, Vance and Mrs. V.

"W," at "FN," strolled away from duty a few weeks this month and extra Atkinson attended to the agency.

From a fair source it is reported one of our East End dispatchers will, during October, wed. We have no right to say to whom or when. Watch "AN."

H. T. Williams has developed into a first-class agent, and manipulates the wire at Pemberton. Success, "WS."

"FN" is guarding the interests of the company at Anderson Gravel Pit at present—like it? Yes.

'Twas a wing shot the boys got of Sawyer recently, but 'twas pleasant to meet that gentleman, if only for a handshake. Come again, stay longer.

How does the term "ex-employee" sound to an operator on leave of absence? Makes us wink the other eye and wonder.

Trusting some one more competent and better acquainted with such matters will do the scribble act, we'll cease again and sign as usual.

CERT. 136.

Canada Atlantic Ry.

As no one seems to write from this up-to-date road, I think I will give it my attention for this once. Our regularly appointed Division Correspondent is seriously neglecting his duty in not keeping us before the "footlights."

Not knowing very much about the brush end of the pike, I will speak only "whereof I know," the Eastern Division.

The Ottawa offices are all manipulated by solid O. R. T. boys. May their number never grow less.

The dispatcher's office also has four good and true men. Do not see why they are not all in. Some one said the day trick men are looking for each other's jobs. If once in the Order this would cease. All jealousies are laid aside when once in the "true fold."

Rideau Junction finds Worley, day, and Howard Matthews, night. Howard does not like lighting so many switch-lights.

Eastmans Springs is run by a new man. Mr. Griffith's solid.

Bearbrook next. "No good." Do not see any reason why.

Next comes old Alex. "Solid Muldoon," and two good men on his branch. F. Rockland, what's the matter with the man at the other end of your wire? Get him in.

Casselman comes in view, with Mr. Haynes, better known among the boys as "Parson Charlie." Good and right smart is this boy.

Any one that has been to Moose Creek once knows who holds this fort, and some say Mack comes east in a freight van occasionally. I have interviewed him on this point. He says he did, but is now done-o-van running round. Hey, Scot-tie, you are the stuff.

Moxville is a beautiful town, with a Salvation Army barracks. Bro. George Sheppard occasionally leads in prayer. This speaks volumes for the Order.

Greenfield seems to be on the rocks. Never mind, Jack, your day is coming, when no more tribulations will visit you, and you will come out on top. Be of good cheer.

Alexandria is seven miles from Greenfield, surrounded with beautiful trees and girls. Lately the trees have lost their leaves and the young ladies their bloom. Never mind, girls, Joe will soon be back. By the way, Joe Corbett is in the dispatcher's office, relieving, while Geo. Chalmers, of Galitta, is relieving at that point.

Gen. Robertson. Change cars for Dalkeith, Vankluk Hill and Hawkesburg. This group is known as the "Big Four."

Bro. Tompkins, our worthy local president at Hawkesburg, is an A1, good, all-round man; also Wiltze, at Vankluk Hill, Allison, at Dalkeith, and Robertson, the "patron saint" of the C. A. Ry., is to be found at Gen. Robertson. Anyone wanting dispensation will consult their interest by calling at this sanctuary.

St. Justine next, with Bro. J. H. Hebert, an old Gatineau Valley Ry. man. He is O. K.

These men at St. Polycarpe Junction. I can not say much. Only J. Denoron, agent. This man is all right when you let him alone. Good-hearted and in sympathy with the cause. Still beauty does not keep the "pot boiling."

St. Polycarpe next, with Bro. St. Amour, with those whiskers so bewitchingly sweet.

We pass Cobeau, as this is Grand Trunk, and well represented.

Valleyfield, beyant the softly flowing "Father of Waters," the mighty St. Lawrence, is Bro. J. Swanston and one man. Jack was through the mill and he is all there yet.

Cecil Junction, Bro. Weener. This is N. Y. C. & C. A. station.

St. Louis—pass this on. We called the man brother once.

Nawick comes in good time, with Bro. Chas. Lapersche, an old, old O. R. T. man, one of the first men in the Order. Charlie, may your whiskers never turn grey.

Aubrey finds Bro. Allen at the fort. He is ranching no more.

Johnsons. Ah! old familiar faces are seen here no more. Bro. M. Shaughnessy is replaced by Bro. Patton. Bro. Shaughnessy is on the C. P. Ry., at Montreal Junction.

Neuerysburgh, Bro. Marchand.

Lacelle, with Bro. Tom McMillan. "Fighting Tom," as he is a great believer in the Order.

Lacelle Junction, am sorry to say, "NG."

Hogan Junction, with Bro. Hillman, mild-mannered and accommodating.

Alburg Springs finds Bro. Dave Berland. "The Fiery Dave" is a born fighter and a solid member. May he long be spared to pilot that beautiful "health resort."

Crossing over Lake Champlain into Swanton, we find ex-Bro. Raymond in freight shed. We will put our engine on the turn-table, as this is the eastern terminus of the C. A., and start out with Conductor March on "16," in a. m., avoiding the "wind bag" further east.

Let me say one word more about the C. A. trainmen. They are a good lot of fellows and heartily in sympathy with us. And now, if the goat does not swipe this on the editor, I will come again when the swallows nest.

NOTES.

Bro. Frank Casey, formerly agent at Dalkeith, is now doing the "owl" at Lancaster, on the G. T. There is certainly enough room on that pike to enable him to cover himself with glory.

Sorry to hear that Bro. Tomkins' family is down with scarlet fever.

We regret very much the sudden death of Engineer Hyland, in Ottawa, Sunday, the 19th.

Joe Corbett is in Ottawa in dispatcher's office.

It is gratifying to know that we got a raise of \$5 per month lately. So much for patience and hard work.

Brothers, you see we are pretty well organized.

Yours truly,

SLEEPY BROTHER.

I.

Again I wish to tell you of

The boys that man this line,

As many changes have been made

Since I summed them up last time.

II.

In "NA" we find six "workers,"

Who help us all along;

They're all so very, very nice,

They make our life a song.

III.

Their names I'll give hereunder,
They're of the whitest flesh,
And never, oh, no, never,
Are they the least bit "fresh."

IV.

Lamplough, McAdam, Rielly,
Robinson, Landon, White;
The first three rule by day,
The latter on at night.

V.

In "DS" we find old Gorrell,
Signing "F" throughout the day;
At "C" we have Frank Morrison,
Drawing the agent's pay.

VI.

At "KI," Chalmers missing,
Gerald fills the chair;
And Ross at "G," still living;
At "R," O. Parent there.

VII.

Harris, at "GS," not married,
We think his chance is slim;
Taylor still holding down "RN,"
There are no flies on him.

VIII.

Boyd, at "DO," is hardy,
And Pilson, at "VI;"
Valin, at "AK," a hustler,
Which none can well deny.

IX.

At "WS," Cameron runs the rig,
Halpenny, at "IN," abides;
Mackie, at "BY," is on deck,
Campbell, at "AY," resides.

X.

In "MD" we have Freeman and Ussher,
At "WN," Phillips is there;
At "MO," Fowler is particular
To sign the pay roll with care.

XI.

Younkie, at "KN," is happy,
Kintrea, at "NS," is the boy;
Goodier, at "RU," a gee-whizzer,
While "GU" is manned by Milloy.

XII.

Parent, at "RS," is fast sinking,
Love-sickness and want of fresh air;
And Power, his case is hopeless,
So the girls at "HR" all declare.

Yours in S. O. and D.,

"SN."

Michigan Central Ry.

Canada Southern Division:—

Niagara Falls Division has not been heard from through the columns of THE TELEGRAPHER in months. Why, it would be impossible to say. I've been waiting for that "fellow who could do it better than I can," and have almost come to the conclusion that that person does not exist. If such is the case, we are in bad shape. If not, this may cause some worthy brother's hair to rise and he

may be moved to take some of the conceit out of me. I sincerely hope so, anyway.

Business here is good at present and all the spare operators working. To those extra operators I would say the O. R. T. has been helping you fellows to jobs. Don't forget to help it now. We have never had fewer students than at present, and the telegraphers' prospects here are brighter than for some time. However, we still have too many non-members. The O. R. T. men here are working hard, though, and if those same "nons" just do their part, everything will soon be better than ever. Come, boys, brace up and get in line. You can see for yourselves what the C. P. R. and G. T. R. operators have done in Canada, and we are only waiting for you fellows to do the same. We must have you, though, because you are the O. R. T. Now for a few personal pointers.

Mr. D. A. Young, who has been agent and operator at Woodslee for the last twelve years, has resigned to go into business for himself.

Bro. E. M. Petticary has been promoted to the agency at Woodslee. Bro. Petticary has been day operator at Comber for the last two years and took unto himself one of that town's fairest maidens immediately upon his promotion.

Mr. C. A. Yorke has been checked in as agent at Ruscomb, vice Bro. A. A. Lusty, resigned.

Bro. Lusty, formerly agent at Ruscomb, is now running a coal and wood yard at 1046 Champlain street, Detroit, Mich. Arthur is doing a good business, and Division No. 265 is pleased to hear of his success.

Bro. S. D. Cambell is temporarily at Comber, days.

Bro. J. W. Nickleson is at Filbury, days. "Nick" is "stuck on" Filbury. Why don't you marry the girl, Jim?

Bro. F. Bennett is now doing the "owl act" at Welland.

Mr. W. V. Corbin has been promoted to the bridge dispatcher's chair at Clifton, vice C. A. Yorke, transferred.

Mr. W. D. Lumley, agent, Filbury, is "setting 'em up." It's a boy.

Bro. J. F. Campbell is doing the "owl act" at Suspension Bridge.

Bros. O. H. Becker and W. T. Francis are now with the Canadian Pacific Ry. in the west, both having secured good positions there. Don't forget us here altogether, boys.

Mr. D. Bail, formerly billing clerk at Waterford, is now agent at Petrolia.

Bro. M. Handley is watching the moon at Montrose. Mose is maybe a little bit the "warmest baby in the bunch." Give us some of the east end news, Mose.

Bro. F. M. Hughes looks after Ridgetown, nights. Try and make "RD" solid, Frank.

Charlie Foster is "owl" at Charing Cross. Kindly send me that \$5.25, Charley. An O. R. T. card is dirt cheap at twice the price.

Now that the ice is broken, I trust some of the rest of the boys will give this job a "whirl." Let us be heard from in our bright little journal every month.

Yours in S. O. and D., TAILBY.

Canada Southern Division:—

Bro. Sam Campbell, day operator at Comber, is working days at Fargo for the present.

Bro. M. Handley, night operator at "RD," has been promoted to days at Tilburg. Good luck to you, "H."

Bro. E. D. G. Chambers has been put back on nights at Fargo, after having a long spell of it days.

Bro. W. W. Cole, formerly night operator at Fargo, has been moved to Mull, nights. How do you like it, "CO," eh?

Opr. Mitchell having gone home, Bro. F. M. Hughes is holding the keys at "RD," nights. It is rumored there are going to be some changes the first of the month.

J. S. Robertson, agent at Rodney, has resigned, as he intends going West for his health.

Opr. Baker is back again, nights, at Shedden.

Agent Murphy, at Dufferin, has resigned. He intends to better his condition.

Bro. Fred Bennett, formerly of Charing Cross, has been moved to Welland, nights. How are the girls down in that section, "NI"?

Bro. J. T. Wooley is still holding Shedden, days, as agent.

Yours in S. O. and D.,

CERT. 179.

Santa Fe Pacific Ry.

Among the few of the important changes in our "DS" office at Winslow, since the last issue of our journal, is the chief dispatcher's chair, now filled by our Third Division first trick man, Mr. J. L. Code, who succeeds our genial friend, Mr. W. A. McGovern. Mr. McGovern has for some months held this position with credit to himself and satisfaction to his employers and we regret that he has left the service, but hope the position which he now goes to fill in Canada will prove favorable to his interests. Dispatcher Dodge, of third trick, succeeds "CO" on first trick. Dispatcher Sheean, of second trick, Third Division, and Dispatcher Brown, of second trick, First and Second Divisions, have also resigned and gone elsewhere to work. Dispatcher "O" (whose name the writer has not as yet been able to learn), relieves Mr. Sheean, and our old side "pard," Miller, whose familiar "MI" at "JN" was so long heard, has been honored with the promotion and now fills the chair on third trick.

Our worthy night chief, Mr. J. W. Eagan, has also pulled out and gone East to accept a position in the same branch. Bro. H. A. Dixon, working third trick on First and Second Divisions, has been assigned this position.

In line of progression and promotion we find Bro. Geo. H. Corwin stepping to the front and now answers "DS" on third trick, First and Second Divisions. Good boy, George. But we are proud to say, this honor and distinction he has won for himself, and the S. F. P. boys all join in extending to those above mentioned, who have just taken their seats one higher in rank, the compliments of the season, hearty congratulations and best wishes for success.

Bro. Black, with his never-failing "OK," "FE,"

we now hear answering the call of "WI" in the dispatcher's room, and since which time "WD" office bears numerous "sigs," the last being Bro. Dodge, with his "HD" from "SK."

Bro. Clark has returned to his old post, days, at Ask Fork, after thirty days' vacation.

Bro. Porter has been transferred from Bellemont to Williams as day man, relieving Bro. Hull, who has been assigned the bell job at Penzance, Bro. Powelson relieving Bro. Porter at Bellemont.

One Mr. Smith has relieved Bro. Patterson at Pinta, nights. "WE 13" Pat is about to enter business for himself. Good luck, Pat.

Boys, do you note what Cert. 690 has to say on the "non" question? Can we not say as much on First, Second and Third Divisions, in the next issue of THE TELEGRAPHER? Now, let us each and every one do all we can to further the principles of the good work and see if each of us on our respective Divisions cannot get a new member as long as they last.

Do not be afraid to bear a little hard on the pencil or pen, but get in and write them a good personal letter, the result of which I think you will find a great benefit. There are some who are not complying with the fraternal request, which was recently given out in circular form by our Assistant General Chairman. Surely you cannot sit back and expect to enjoy the fruits of other' labors expended, without even an effort put forth to show your appreciation of what is being done? Certainly you are a member in good standing and keep your dues paid up, but is this all? Are there not others we should now have, who are "nons"? How are we to get them—by sitting with folded arms, awaiting their self-introduction? I beg of you to consider the short space of time in which we have to work; look at our grave situation in some respects and as a consequence, what we must accomplish.

I, therefore, implore you, one and all, to lend a helping hand, to the end, that the desired result may be obtained, through the successful management of our prearranged plans and its thorough execution by our co-working brothers.

G. V. H., Div. Cor.

Rutland R. R.

Our first meeting was held November 19, at 10 a. m., in the K. of P. Hall.

There were not as many members as expected, but still enough to carry on the business and make a start, and it was very successful.

Brothers, I was very much surprised not to see any more of you at the meeting. If you expect the Division to make a success you must make an effort to attend meetings. You must not depend on the organizer and others. How hard you would work in any other business to get a small profit for your investment! Is there anything that will bring you more profit than the O. R. T.?

Therefore, make a sacrifice and attend meetings and you will return home happier and with more enthusiasm.

After our secret meeting at 2 p. m., we had a Union meeting, represented by the B. L. E., B. L.

F., O. R. C., B. R. T. and O. R. T., and all promised to support one another in their rights and just demands. There must have been about 100 present. Everybody seemed to be very much interested and enthusiastic, and it was said by many that it was the best meeting they had attended for years. Everybody went home happy and determined to push the good work along.

Hope to see more of you at our next meeting, December 10, at 10 p. m., in the same hall.

Keep up the interest. Get after the few "nons" and we are sure to win our cause. We never can be better organized than we are now. Therefore, don't let things slack up, but push ahead for all we are worth.

I know for a fact that the demand for operators is greater than ever and they cannot be easily found.

For further information and blanks, please address

LOUIS FORTIER,
Organizer, Claremont, N. H.

The D. L. & W. Ry.

M. and E. Division:—

It is a very great pleasure to me to be able to put a few lines in THE TELEGRAPHER. It is very encouraging to me and should be to every telegraph operator to know that we have such a faithful and beneficial organization as the O. R. T. in existence. It pains me very much to see the boys on this Division falling into line so slowly. Some say it costs too much and they can't raise the amount required, which is certainly untrue, when we offer to receive them by making monthly payments. Others do not believe in it, yet they are willing to accept any benefit that the O. R. T. would be the means of bringing forth. Am glad to say that we have nearly enough to form a Division here, and hope that by the first of the new year, we will have the number required. I cannot see how a "non" can withhold from joining the Order when they look around and hear of other roads receiving good schedules, which the O. R. T. is the cause of getting. Am happy to say that most all the new operators we have noticed lately, who have come here to pound the key, off of other roads, are O. R. T. men. These new brothers will help us out wonderfully in forming a Division of our own.

Let us continue talking to the "nons," and do all that lies within our power to convert them to O. R. T. principles, and when they realize what a benefit the O. R. T. has been to them, they will thank us for what we have said to them and regret that they hadn't joined the O. R. T. before, especially when they see how much they lost by delaying it.

CERT. 433.

If we would all more closely follow the advice of correspondents of Eastern Div., C. P. Ry., and Cert. 174, Div. 23, in October number of THE TELEGRAPHER, I am of the opinion that there would be fewer "nons" in the service.

Prominent among a large acquaintance of telegraphers are some of the most whole-souled and efficient boys in the service, who, for obvious reasons, have not as yet joined the Order. They are

not slaves, to be driven with the lash, but rather men to be won through esteem and sympathy. While attending a camp-meeting several years ago I heard a noted evangelist say, "It is often easier to reach the heart of a sinner through his stomach than through his head." Why not apply this to our cause? You have a friend in the service, who is a "non." Invite him to your home for a social evening. See that the evening meal is a little better than usual. An hour at the table will be well spent, and when the inner man has been satisfied expound to him the benefits of the Order, show him that your soul is in it, and his betterment depends upon it, and "methinks," when he takes his departure, it will be with a hearty good night. Your sympathies will be mutual and the Order will have increased its roll.

CERT. 1849.

N. & W. System, Div. No. 14.

Roanoke, Va., November 1, 1899.

WHEREAS, The great and supreme Ruler of the Universe, has, in His infinite wisdom, removed from among us one of our worthy and esteemed fellow-laborers, Bro. R. H. Ryan, and,

WHEREAS, The long and intimate relation held with him in the faithful discharge of his duties in this organization, makes it eminently befitting that we record our appreciation of him; therefore,

Resolved, That the wisdom and the ability, which he has exercised in the aid of our organization, by services, contributions and counsel, will be held in grateful remembrance.

Resolved, That the sudden removal of such a life from among our midst leaves a vacancy, and a shadow, that will be realized by all members and friends of this organization, and will prove a serious loss to the community and the public.

Resolved, That with deep sympathy with the bereaved wife and relatives of the deceased, we express our hope that even so great a loss to us all may be overruled for good by Him who doeth all things well.

Resolved, That a copy of these resolutions be spread upon the records of this organization, a copy printed in THE TELEGRAPHER, and the local papers, and a copy forwarded to the bereaved family.

C. E. LAYMAN,
W. A. T. OVERSTREET,
R. G. GARDNER,
Committee.

Southern Pacific, Div. No. 51.

Not yet having seen anything from our new Division (51), although it has been chartered several months, I am advised that not even the officers are yet selected for this Division. Boys, is this moving as fast as we should? Don't you think we should work up and not stand still, even if it requires an extra assessment? Let's try and keep things moving. Every member go to work, and try and do all he can for the good of the Order, and not sit with hands folded and wait on a few to do everything. This string is eighty per cent O. R. T., from San Antonio to New Orleans. Now, let's get to work and show the good of O. R. T., and

make it solid from beginning to end, which I know we can do if we will only try.

I would be glad to hear from other members of Division 51.

Yours in S. O. and D.,

"GUM."

F. & P. M., Div. No. 39.

As the weather is becoming colder it is a noticeable fact that the members are becoming more active, and new members is the result, as usual. The heretofore lethargic members seem to have been imbued with some elixir of life, or the like, which is so essential to the full success of the telegraphers of any system. As has been mentioned in these columns, individual activity is necessary to carry on this great work, and while we do not claim to have obtained perfection in this line, we hope to so educate some of the more backward ones in this direction, with good results sure to follow.

If all would carefully peruse the columns of our official organ each month it would be unnecessary to call your attention to this important point, but as I have said, we are not perfection itself.

We are aware that our material is somewhat limited, but I ask you, individually, can you not find one near you who is not a member, and can you not find time to write him or her a short letter and invite that one to become one of us? Do you not think this is a duty which you owe to yourself, as one of the profession? With a little reflection I think you will agree with me, and admit that some good opportunities have not been taken advantage of, and yourself, as a member of this organization, is the loser.

In the F. & P. M. District our record is twenty-five new members within the past two months, and this practically "cleans up the diggings." This is the result of individual work, as pointed out in the above paragraph.

There are a few hard ones outside the ranks as yet, and by a concerted effort along the line, with each member a letter or two to these "nons," a full 100 per cent would be attained by the time Santa Claus makes his annual visit.

To the D. G. R. and W. & C. and W. M. boys, also, the above applies, and they should hew along the same line. Do not wait and see if some other fellow is successful with a certain "non," but go right after him and camp right on his trail until you land him. One feint effort never accomplished anything, and never will. It is the steady and continuous pull that does the business.

New members are being reported every month, and this should continue until our percentage on the D. G. R. and W. & C. and W. M. shows an equality with the F. & P. M. District.

What has been done can be done again, and we want to show the brothers of other States that the Wolverine has staying qualities not to be sneezed at. Wolverine has staying qualities not to be sneezed at.

I do not wish the brothers to infer from this article that I advise a "hammer and tongs" style of approaching the "nons." On the contrary, as I

have pointed out before, go at them in a manner that will bespeak friendship. Argue the matter with them, and when you land one by force of argument you have him right.

Nothing can be gained by threats or violent words. Have patience, sound logic, and success will be yours.

Some of the brothers make a mistake in neglecting to pay dues when due, but wait until along the last of the term and then square up. They put this off until the secretary notifies them that they are liable to suspension within a certain period, and then they pay up, and say, "Don't drop me." They would not want to be suspended, however; they will travel along three, four and five months without card or pass-word and at the last opportunity save themselves. This does not show any enthusiasm, and deprives you of the benefits of being up to date.

If these brothers will read up the laws governing the mutual benefit department, they will find that after being sixty days in arrears for dues annuls their policies in this department, and, no doubt, will shiver over the thoughts of how he might have deprived his loved ones at home of \$300, \$500 or \$1,000.

I hear one say, "Oh! I wasn't near death at any time." That is wrong. One is near death all the time, and as "protection" is our battle cry, why not have it to the fullest extent? Its cost is no more.

As soon as the secretary issues notice of dues for first half of year 1900, get your little \$3.50 ready and send it right along by the first mail. This is the only way to carry an up-to-date card, and remember an Order button goes with each card.

You do not have to wait until you receive notice. Send your dues for next term any time now, and get your new card before the old one expires. This is something new here, but a few are paid to June 30, 1900, at the present writing. These brothers are never caught without their credentials. Are you one of them?

Before this reaches the membership, Thanksgiving will have passed. However, I trust you all enjoyed a bounteous repast, with a turkey as a centerpiece. May you enjoy a merry Christmas also, is the earnest wish of

Yours in S. O. and D.,

Div. Cor.

Newark, Div. No. 118.

At our last meeting we had quite a large attendance, but think it could have been larger if more of our members who are at liberty at nights would turn out. These last few months we have taken in quite a large number of members and hope we will continue our good work. Will not all the operators on the C. R. R. come into the ranks? We always have an application blank on hand and will be glad to hand you one at any time. I do not think the fees are at such a height that they cannot be reached by every one.

Since the last time that anything appeared in our journal regarding this road, we have been favored with a new superintendent of telegraph, Mr. C.

P. Adams. And he is, as we have all found him, a good and reliable superintendent.

The following are a few changes which have occurred lately:

Bro. H. H. Kohl's mother has moved from Milford, N. J., to Elizabeth, to keep house for her son, who is at present holding down the position as operator at "FX," at nights, but will presently accept last trick at "GW" Tower.

Bro. Frank Ruse, formerly ticket agent at Jersey City, has resigned his position to take up some other business, which he has not as yet decided upon. We all hope he will have success.

We have a new man on the extra list. Suppose you all know him. He's been there before.

Miss E. M. O'Connell, formerly ticket agent and operator at West Side avenue, has been transferred to West Eighth street, Bergin, in place of Miss Carrie Witefield, who has accepted a position in Mr. Wentz's office—"Sup't."

Mr. M. J. Preston has accepted the position as night operator and ticket agent at Elizabeth Port Station.

Night office has been opened at Brills, near Newark, with Opr. W. P. Maloney in charge.

Bro. M. J. Kelly, day operator at "FX," Elizabeth, has secured leave of absence for two months and left on Tuesday, November 14, for Denver, Col., and in the meantime will make a tour of the surrounding country, and possibly may remain there for good. We all sincerely hope the climate there will bring back to him his former health, as that is his object in going West.

CERT. 10614.

Where are all the writers in this Division? I fail to find any news from it in the November TELEGRAPHER. Are we afraid to write, or too busy, which? Can not some one write each month and show what we are doing? Eighty per cent of the boys here are members. Can't we persuade the other twenty per cent to join? I'll try for one, who will follow? Some refuse on the ground of "Can't afford it." Do away with two cigars a day and you have your dues.

PERSONAL JOTTINGS.

Bro. Maloney, at "N," is enjoying a two weeks' vacation, being relieved by Bro. Bodine, nights.

Bro. Wright, at "P," needs our sympathy, having just lost his father. This brother is a new one. Encourage him.

Opr. Bailey, at "PM," has an application in for membership. We wish him well. May there be more to follow.

Get "JX" to fall in line, some one near him; talk about it. CERT. 374.

M., K. & T. System, Div. No. 22.

Here is to Bro. Perham and wife—long life and prosperity.

C. R. Teas, of Bayard, has been compelled to lay off several days during the latter part of November on account of sickness in his family, which we hope will not continue long.

Bro. J. P. Klotz and family, and Bro. H. F., agents at Parker and Beagle, returned the middle of November from a couple of weeks' visit with

parents and friends back at Sandoval, Ill., and on their arrival here found a telegram bearing the sad news of the death of their father, who was sick when they left, but they thought not seriously. The brothers started back the next day to attend the funeral, returning to their duties the latter part of the month. The brothers of No. 22 wish to extend their heartfelt sympathy.

J. H. Nelson is now operator at Coffeyville, C. E. Boye being transferred to agent at Chetopa.

H. S. Bender, formerly operator in "Go" Parsons, has been promoted to dispatcher at that place.

Bro. J. A. Anderson, formerly of the Katy, is working days at Pittsburg, Kan., for the Frisco.

Mr. Anderson, formerly day operator at Chetopa, who has been at the Sedalia Hospital for several weeks, has returned and is working days at Oswego.

G. J. Hopson, agent at Blue Jacket, I. T., has been taking his annual lay-off, being relieved by a Mr. Oliver, from Pryor Creek.

W. A. Wital, from the Frisco, is doing the "owl act" at Vinita.

Mr. Oliver relieved Bro. J. A. Reeves as night operator at Blue Jacket, the latter returning to Sedalia.

R. O. Shepardson, formerly agent at Adair, worked nights at Chouteau for a short time, then resigned and went to some road in Illinois. He was relieved by Bert Owens.

Bro. J. E. Repeogle, formerly of Denver, Col., is now working for the Katy at Ray, Tex.

Bro. M. C. Harper, of Belcher, has been promoted to agent at Pottsboro, Tex.

S. S. Phillips, operator at Whitewright, relieved Bro. M. C. Harper at Belcher.

Bro. F. G. Trask is working as operator and clerk at Whitewright.

Division 22 wishes to extend to Bro. L. Meishberger, agent at Royce, its sympathy in his sad bereavement in the loss of his wife, November 9.

Again we are called upon to chronicle the death of a brother, Richard F. Fultz, agent at Lorena, Tex. He was killed November 11 in his office, being stabbed by a man named Stewart. We have not learned the particulars.

While we bow with humble submission to the will of the Most High, we do not the less mourn for our brother, who has been taken from us. Our division extends to his near relatives and friends its heartfelt sympathy in their affliction.

CERT. 2.

High Line Notes.

Our friend, S. A. Naffziger, who has been holding down West Line, Mo., as agent and operator, for the past six months, took a lay-off the latter part of October and failed to return. About the date his leave of absence expired he sent in his resignation. As a result of the resignation, Mr. C. H. Crosby becomes permanent agent and operator at West Line. Bro. Crosby comes to us from Decatur, Ill., where he has been engaged in other pursuits than pounding brass and hustling freight and baggage for some time.

The returns from the call for the schedule fund was not up to our needs or expectations. Some paid, from whom we did not expect anything; others did not pay, from whom we had every reason to expect something. And yet, if every division in System 22 paid as well in proportion as did the High Line, the fund would assume right respectable proportions. And if the High Line were only protected in its rights to overtime, when earned, she would tally with the best, I have no doubt.

CERT. 251.

Treatment of the "Nons."

Cert. 174, Division 23, gave some good advice on this point, in the October number (page 856), to which I wish to add my hearty "Amen" and thank him for the good words spoken.

Yes, we were all "nons" before we became members. And if we had all been subject to the vituperations and aspirations the "nons" are usually blessed with, I question if so many of us would have been drawn to the Order as have been. There are enough good points and inducements to win our brothers in the craft without attempting to drive them into the Order.

My idea is, the Order is an attempt to apply the gospel (I mean the principles of the gospel) to the business of telegraphy. And the basic principle of the gospel is love—"peace on earth, good will among men." Love is the drawing card. And if we cannot apply this love to our fellow-laborers before they come in, what assurance have they that we will do so after they come in? Let us never forget that they are "bone of our bone and flesh of our flesh," and will be easiest won by loving them. It is no use to say we love them if our actions belie our words. Prof. Drummond was correct when he said "Love is the greatest thing in the world." And, if so, let us try it and prove it true. The gospel is not a mere theory. It is a life. And there is no business that may not be conducted on its principles if we but try. Brothers, let us try it and see if love is not the greatest thing in the world. It is the lever by which God undertook to save the world, and the only thing that really saves.

Like Cert. 174, I, too, have personal knowledge of one or two instances where harsh treatment has embittered and driven the one we sought beyond our reach and I have made up my mind never again to treat a "non" unkindly. I shall feed him when hungry and give him drink when thirsty and trust in the Lord to draw him closer to me.

CERT. 251.

Bro. S. T. Best is the regular agent at Fayetteville now.

Bro. J. J. White was checked in as regular agent at Katy on the 28th inst.

Bro. H. M. Vermillion is now holding the agent's chair at Lorena, vice Bro. L. F. Fultz, deceased.

A night telegraph office has been opened a Katy, and Operator Goldsberry is the "owl."

Bro. N. E. Baker is the regular agent at Sealy vice H. E. Biggs, resigned.

A. C. Wilson is the day operator at Sealy and Mr. Waterman, nights.

H. W. Douglass was checked in as agent at West Point on the 27th inst., relieving a Mr. Wilson, an extra man.

Operator Meisberger is working at Neednem.

Dispatchers Millinix and Knapp, from Smithville, attended court at Houston on the 26th inst.

Operator and Extra Dispatcher D. G. Haggerty took a run down to Houston to see the road Sunday, the 26th.

Bro. H. A. Tait, copy operator at Smithville, was shopping in Houston Monday, the 27th inst.

Bro. A. B. Stillwell was a visitor at Houston the 28th inst.

Bro. F. C. Vierus, of M., K. & T. System, Division 22, has a good position now on the Southern Pacific at Orange, Tex., as night operator and ticket clerk.

A night telegraph office has been opened at West Point recently, with Operator Cook as night man.

A new night man showed up at Sealy to-night (the 30th); his name is Brown. Operator Wilson is laying off.

CERT. 8.

Philadelphia, Pa., Div. No. 30.

The holidays are again at hand, the present year will soon be of the past and the century going out will, when spent, be but a matter of history. Non-associate and fellow-workers, put aside your nonchalance and consider well your future. You, only, are your own persecutor, and until such time as the prevalence of unity rules supreme will the profession be upraised from mother earth, where it has been dragged about regardless of its greatness. The O. R. T., like other organizations of a similar nature, is keeping up with the times. Even in the past ninety days telegraphers hereabouts are seeking admission to our noble Order as they never did before. Events to come and of the past month may now be related. The city of Reading, Pa., is about to have a rousing affair. On the fourth Wednesday evening of the present month, December 27, B. of R. T. Lodge 172, of that city, will give their first annual ball. This promises to be a successful enterprise and many of the Philadelphia brethren will be in attendance. A goodly number of the membership of Divisions No. 30 and No. 4 of the O. R. T. will accompany the delegation of B. of R. T. boys from this city on that evening and will reach Reading about 9 p. m., just in time for the grand march; returning, it is expected the party will leave Reading about 5 a. m. Brothers that have decided on going and find that they will possibly be unable to get off, should notify the proper parties at least a couple of days previous, so that no hitch in transportation accommodations may turn up.

B. of R. T. Lodge 149 held its fifth annual ball at the new Harmonie Hall, Eleventh and Spring Garden streets, this city, on November 15, and was attended with richness such as is usually seen at social gatherings of the season. By far this occasion eclipsed that of previous events. Many prominent railroad men were present, and members of

all the other four other organizations were present in numbers. A good percentage of Brotherhood men from Reading and other points were also present. In the grand march, of which there was in the neighborhood of 100 couples, were to be seen Vice-Grand Master C. Wilson, of the B. of L. T. This gentleman is a general favorite with the members of all the five organizations and he at all times has a pleasant greeting for everybody. The ball was over by three a. m. By the way, all present were presented on admission with a neat little colored disc for buttonhole connections, by members of the B. of L. F., and inscribed on same was the motto: "Are the firemen going to give a ball? Of course they are! Same place, same people, same good time. This is the forerunner to the fourth grand ball of Enterprise Lodge, No. 75, of the B. of L. F., to be held Thursday evening, February 15, 1900, at Young Maennerchor Hall, Sixth and Vine streets, Philadelphia." The programme of 149 was of neat get-up, and on the first page shows the aims and purposes of the organization, and following up by a greeting to their friends and the general public. Those composing the Ball Committee were Bros. James Bottomley, grand conductor; George W. Burns, Mrs. J. O'Mara; the committee: P. J. Bugay, F. G. Little, and E. J. Lyons, floor managers; Ladies' Reception Committee, as follows: Mrs. Geo. Feasel, Mrs. Wm. Fassett, Mrs. J. W. Reid, Mrs. T. M. Warford, Mrs. James Bottomley, Mrs. F. G. Little, Mrs. L. G. Snyder, Mrs. P. I. Burns, Mrs. J. O'Mara; the committee: P. J. Burns, chairman; J. Bottomley, secretary; M. J. Maloney, treasurer, and twenty-six others of the committee. A reception and dance, given by the Order of Railway Employees (a body incorporated only for such annual events, and composed mostly of members of the O. R. C.), was held on Friday evening, November 17, last, at Columbia Hall, Second and Norris streets, this city. A good attendance of members of all the organizations was present, and was composed mostly of B. and O. and P. and R. men, and a fairly good sprinkling of the P. R. R. boys was in evidence. This, too, was largely attended and was a success throughout. The "cake walk" was an enchanting affair and was repeated over a number of times to rightfully decide the prize winners. Divisions 30 and 4 showed up well at both events. As to the latter, Bro. and Mrs. Overdorf, accompanied by Miss King, will remember the affair with pleasant memories, and Bros. I. F. Gill, H. Smith, and J. Hutton, will coincide with the scribe that street parading is appetizing and that the Traction Company's N— line time table might be improved, numerically speaking. Bro. Maxwell took an early boat and Bro. Sell was also fortunate. Look pleasant, Harry.

In Hawthorn Hall, West Philadelphia, was spent a pleasant evening by railroad men on the third Sunday of last month. It was the aftermath of an initiation ceremony given by Lodge No. 75, of the B. of L. F. of twenty-three candidates into the Order on that forenoon. This was a social gathering of railroad men, on invitation of B. of L. F. No. 75, and the evening was an enjoyable one. Grand Master F. P. Sargent addressed the audience, and Vice-Grand Master C. Wilson enter-

tained with his attractive picture device, and the programme was appreciable in all respects. The November meeting of Division 30 had its usual good attendance, including many visiting members. Two candidates were admitted to membership and sixteen applications were presented, same being favorably considered took the regular course. Letter from Treasury Counselman, of the Machinists, read and occasioned favorable comment, and also one from Bro. Killey; referred. Bills to the amount of \$18, account rent, printing, and postage, disposed of. The F. P. Sargent Endorsement Committee discharged with thanks of Division. Bro. Brown, of Division 4, in the chair, under ball discussion, and several votes taken on same. Adjournment at 11 p. m. About ten of the brothers from Division No. 4 were present. You must come again, boys. We like to see your smiling countenances. Division No. 30 in the past ninety days will have increased its membership to the number of some thirty odd, and the two divisions combined, in this city, will, in that time, have added, too, to the number of at least fifty new members, and the prospects look to the doubling of that number in the next quarter. Boys, you must not forget the semi-annual dues period is now with us. Your \$4.50 should be paid this month, or not later than January. Same squaring you up to and including June 30 next, and remember we each get with our *new card* one of the new O. R. T. pins, so the sooner you square up the sooner you see what they are like. Any brother who does not get his journal regularly should take the matter up—and, too, if you have not yet received your Grand Division Constitution—with J. J. Maxwell (S. & T. Div. 30), Sixtieth and Woodland avenue, Philadelphia, Pa. If you should change your address please be prompt in notifying the above brother, it may save for yourself and him a lot of annoyance, inconvenience, and possible expense. Delinquents at the end of this term will be few; any who are possibly a little behind should try and square up, and not allow their name to be brought up at the January meeting to be put in the hands of a committee. Make your payment in part, if you cannot do so in full. Wishing you all a merry Christmas.

DIVISION CORRESPONDENT.

Harrisburg, Div. No. 3.

Having seen nothing in these columns from Division No. 3 for past three months, I take up my pen to say that we are still here, and have not sunk into oblivion, as appearances would indicate. We are working quietly, but successfully, and the mere fact that we are not seen often in these columns does not signify that we have quit business. News seems awful scarce just now. I will say, however, that we are preparing to start the new year with more determination than ever. Our interests are at stake, and a bright future lies before us. Will we awaken to this fact and strive for an accomplishment of higher attainments, or remain in the same old rut, in which we have been for years? Present indications point to the former. We note in our October issue the schedules secured by our brothers on the Southern Pacific, also on the L.

E. & St. L. R. R. November issue prints that secured on the N. & W. R. R. Would these schedules be in force to-day if the telegraphers were not organized? No, emphatically no. Yet the "nons" will stand by and see others benefitted by organization, and their "whys," "wherefores," and "I would like to belong," and other excuses make a man think they are *non compos mentis*. We hope something will stir their muddled brain and bring them to a realization of the fact that organization is necessary and essential if they expect anything. Now, brothers, our little semi-annual remittance is due. Pay up promptly and don't allow your name to go on the "back-slider" list. Don't hold on to the mighty dollar as if you were never to get another. Just think how important it is that you should pay up promptly and stay in the ranks of organized labor. You can do nothing by negligence, where by prompt attention to your interests is bound to bring its reward. One thing more and I have concluded. I cannot understand why it is that our members from along the line can come from fifty to one hundred miles to attend a meeting, while some living right in the city seldom get there. What kind of members do you make by non-attendance at meetings, and how can you expect to interest yourself, when you don't know what's going on? It's very nice to say, "Oh, yes, I am an 'O. R. T.' man," but when the question is asked, "Do you attend meetings?" what flimsy excuses we hear. Boys, brace up. If you want to be an O. R. T. man be the right kind. Not one in name only. Your presence at meetings does more good than you think. Hoping for an improvement in future I will cut out and sign myself.

OBSERVER.

Santa Fe System, Div. No. 23.

News items are scarce this month, the larger portion of correspondents having failed to send in their items. This is to again invite members everywhere on the system to send the Correspondent any and all items of fraternal news for compilation. It is only by keeping up our intense interest in this work that we can maintain the correspondence of the division where it belongs—at the top of the pinnacle. Address East Las Vegas, N. M., instead of Albuquerque, as heretofore.

Chicago Division:—

Bro. H. A. Norton, day operator at Galesburg, has returned after a pleasant vacation of three weeks. Glad to see you back "BA."

Bro. Peter Groome has resigned as agent at Mazon, and gone West. Sorry to lose you, Pete.

Bro. Wm. Branion relieves Bro. Groome at Mazon. Couldn't stay away, could you "Billy?"

Day Operator Risinger, at Mazon, has also resigned. Relieved by Night Operator Crandall.

Bro. Robert Price is working days at "FO," Chicago, at present.

Bro. Walter Clowes, agent at Edelstein, is enjoying a few days' vacation. Place filled by Relief Agent Connell.

Bro. Robert Chase, ex-agent at Willow Springs, has gone to Stronghurst, nights. Bro. W. A. Clay

is now agent at Willow Springs, being relieved at Gary by Bro. J. A. Mathers, from Media, nights; while Bro. Dolan goes from Lomax to Media, nights.

W. A. Childress, our divisional chairman, has returned from a thirty-day vacation, spent in wandering around the country.

Jack Mathers has been promoted to the agency at Romeo. We are glad to see our worthy brothers getting to the front so well.

Bro. P. C. Johnson, from Romeo, has, we understand, left the service to accept a position in Joliet. We hope that he will still stay with us in our division.

W. E. Reed is now the night man at Appleton, Bro. Ryan having left the service. What his plans are we do not know at present.

H. Marshall has just got back from an extended vacation, and the young ladies at Lorenzo are much pleased to see his pleasant smile again.

There are rumors of a telephone office being put in between Millsdale and Lorenzo, but both of the men at those points are hoping not.

J. C. Killen is now holding down the day job at Patterson and he is entitled to it, as he is one of our most worthy members.

W. F. Greer is back from hunting ducks on the Mississippi bottoms. How many ducks our brother got we are unable to say.

Our old-time brother, W. C. Agnew, still holds the fort at Ransom.

Some of our brothers are still delinquent, but we hope to get them all in good shape before long.

Bro. D. J. Connell was relieving the agent at McCook last month.

Changes have been quite frequent here of late.

The agent from Gary goes to Willow Springs, as agent, and the agent at that place goes to Stronghurst, as night operator. We are not acquainted with the name of the new agent at Gary at the present time.

Effective November 4.—Bro. Fred Lowry, agent at Nemo, was transferred to agency at Wilbern. Mr. Dolan, agent at Wilbern, goes to Nemo.

Effective November 6.—Agency at Decorra transferred from Bro. C. S. Wheeling to Bro. Charles Snook formerly night operator at Smithshire, "13." Bro. W. is going to take the night office at "DO" this winter.

Dahinda and Pontossuc offices have been opened as night telegraph and block offices, commencing November 6.

Operator H. L. Stout is taking the night "shift" at "DA," and Operator Flagg is doing the "owl act" at "SC."

Bro. C. E. Romick and wife have returned home after a pleasant visit of a few days with his parents at Lomax. Bro. Romick resumed his official duties, working the "block" in his "palace box car" at Knox, October 26. Relieved by Operator Selin, of Chillicothe.

Bro. J. D. Root, the "owl" at "KX," enjoyed a vacation of one night, visiting his parents at Lawn Ridge, also his best girl in vicinity of Edelstein. How about it, "RT?" There are funny rumors

afloat. Operator Selin done the "owl act" in his absence.

Mr. Barber, our third trick dispatcher, has resigned his position as dispatcher, and has taken his old place again, as day operator in the train-master's office. "HT," Mr. Woodward, of the C. & N. W. Ry., has taken Mr. Barber's place.

Cannot something be done, brothers, to get after some of the "nons" that claim they are "too fat" to come in and join us? Few of them sit contentedly by and enjoy all increase of wages, and then still say, "Can't afford it." Bosh. Would think that they would soon "catch on," and not have to be asked so many times, but come in voluntarily. Where would they be if it was not for organization? Will cut out now, and let some other brother take up the good work. Div. Cor.

New Mexico Division:—

Bro. Ryan, of Hoelmes, has taken a three weeks' vacation. T. S. Mason relieves him during his absence.

Mrs. Maggie Britton, formerly of Postal, at Starkville, takes T. S. Mason's place at Morley.

Bro. Earl Cochran, manager at Trinidad, is making quite an extended visit to his native State, "Old Missouri." Brother Fanning takes his place, with Bro. Platt nights.

Bro. D. L. Hazzard, of Timpas, has turned over the station to Bro. H. L. Lee for a few weeks' vacation.

Brother Sheppard of Bloom has returned to work, after an extended visit in the East.

Mr. and Mrs. Elliott of Lynn, N. M., are on a vacation. Mr. E. L. Johnson, an old-timer, takes Mrs. Elliott's place at the key; Bro. Stayten the day trick.

Since writing the above items Mr. L. L. Henderson, formerly "night owl" at Timpas, relieves Mrs. Maggie Britton at Morley. Mrs. Britton goes to Timpas. We have two or three "nons" on the string. Two of them will be with us soon, the other is a "hard proposition." He will soon see his mistake, and I think use some of his nerve and come into line.

Bro. Lonergan, at Moren, is very proud of capturing the prize in the emblem contest.

V. L. L.

Rio Grande Division:—

Bro. L. P. Lepage goes from agency at Lava to Socorro, as day operator, on account of former position being abolished.

Mr. Edwards from Socorro, days, to Lava, nights.

We understand Bro. Mason is to go from Isleta, nights, to Silver City, days, in a short time, and we are glad to hear of the promotion.

Bro. Van Wye is now at Las Cruces, days.

Bro. Chalmers has been transferred to San Marcial, and Bro. Garrison has been transferred to Albuquerque, exchanging positions.

Bro. Connors goes to Isleta, nights.

Bro. Rupley, from Laing, is now working nights at Albuquerque, "Fatty" Knightlinger, "our lieber frient," having gone up to a day trick.

Bro. Dowling has been transferred from Albuquerque to Las Vegas.

Chief Clerk Kerr, at Albuquerque (an old telegrapher), goes to El Paso as agent. Success Charlie.

E. DOWLING,
System Correspondent.

G., C. & S. F. Division:—

As this division has not been represented for some little time will endeavor to send in a few dots.

At Clifton there has been a little change in the "night owls." Bro. C. S. Dodson has taken the position recently vacated by Bro. Ed. Hulse, who was removed to Cleburne, at which place he may be found any old time.

Bro. J. T. Dodson is back pounding lightning at the same old place, Clifton, after an extended tour of Africa, where he has been looking after his cattle business. Bro. J. G. Otis was acting as relief agent at Clifton for a few days, Bro. W. L. Scales being at Gainsville as a witness in a trial.

Bro. S. P. Jones, who has been in the hospital at Temple, has resumed his position as day operator at Morgair.

Bro. Livingston, who worked days at Morgan in Bro. S. P. Jones' place, has gone back, nights, at same place.

Bro. M. Scales has been in the hospital at Temple, but is now able to discharge his duties as agent, after an absence of about six weeks.

"Rattlesnake Bill," of our non-members, has gone back to working nights at Justin; recently vacated by Bro. C. S. Dodson.

Bro. R. D. Scale, who has been working at Celeste, has resigned to accept position as agent on H. E. & W. T. Congratulations are extended to you, Bro. Scales.

Bro. A. Goyett, who has been working as agent at Pendleton, has been changed to Blum.

There has been little change in dispatcher's office. Mr. McDonnell resigned, Mr. Smith taking his place as third trick dispatcher.

There are a good many new men on the line now.

Bro. E. W. Coleman has been checked in as agent at Celeste, the place recently vacated by Bro. R. D. Scales. LONG IRR.

Western Division:—

A few changes have been made, which all are not familiar with, so I will try and enlighten the brothers through THE TELEGRAPHER.

West from Colorado Springs, we have three good dispatchers: First trick, Mr. Jones; second trick, Mr. Hackett, and third trick, Mr. French.

East from Colorado Springs are three more who are just as good as they make them: Mr. Igo, first; Mr. Ruen, second, and Mr. Haddoway, third.

West from La Junta, we find three more good 'uns, but who have lighter work. They have a nice, comfortable office, with every convenience, while the boys at Colorado Springs are in a cold, crowded room. They are: Mr. Miller, first; Mr. Proctor, second, and Mr. Purcell, third.

Mr. S. H. Barnes having resigned to go further West, Mr. C. M. Payn, formerly with the Colorado Midland, has been appointed to fill the vacancy. "CM" is a man of very few words, but is strictly business and will treat the boys O. K.

Mr. Burns has been appointed chief at La Junta. He is all right, too. Ask any of the boys. Mr. McCune is on leave of absence.

The depot at Colorado Springs is being remodeled, and an extensive addition added, which will make room for new dispatcher's office, telegraph office, lunch room, etc. It is almost completed, and we understand the lunch room at Palmer Lake will be closed, and re-opened in the new quarters at the Springs.

Mr. French is an old Midland man, having been with that road a number of years as first trick dispatcher, which position he resigned to accept third trick with the A. T. He keeps the boys awake, but in the most gentlemanly manner, and makes friends by the hundred.

Mr. Jones, who has had third trick east of La Junta, is our first man now. He retains some of his old ways, but means no harm, and no one is sorry to see him advance.

Mr. Hackett, we understand, is from the Santa Fe, Pacific. He means that the boys shall live up to the rules in every respect, but this is to his credit. Boys, complete your "19" orders.

Mr. Haddoway has been chief clerk for the train-master for a long time, and we are very glad to see him again at the key, handling our trains. There is nothing to hinder his making one of the best dispatchers. He recently took third degree in Masonry, and also has an up-to-date card, which shows that the active members get there.

Bro. Gallett has returned from his tour of the far West, and accepted a position in Mr. Dyer's office as his operator.

Brothers Puckett and Cooley do the clerking and telegraph work in dispatcher's office at the Springs.

Mr. Hensley, agent at Pinion, is on a leave of absence to look after some of his property in Kansas. Understand it is legal proceedings he is involved in, and we hope he will come out winner.

Understand the apparatus for the block signal system has been ordered. There are three positions of the arm, instead of two, as heretofore, and it is thought to be a very safe system.

Not long ago, the operator at Denver, "GN" office, asked dispatcher to clear a train. He said that he had already done so. The operator said, "Oh! that was my student." Later some one asked Mr. Operator how many he had. He informed us that he has four O. R. T. students, which we very much doubt. Would like to learn through THE TELEGRAPHER if it is by the authority of our Order that such circumstances exist. Recently this same party was heard to remark that he did not refuse anything, but could not do the work of four men.

It may be of interest to some of our members to learn that there is an agent on our division who

"Does not need the O. R. T." His mining stock is much talked of, and we wish him every success, despite his obstinacy.

Here there is an agent at Edgerton. No official announcement, as yet, but hear "Woods" ordering cars placed and asking about freight. Glad to see him step up. CERT. 236.

Buffalo, Div. No. 8.

The regular meeting of Division No. 8 was held November 23. After the business of the division was disposed of we had some informal talks for the good of the Order by Bros. Hallock, Mahwinney, and others. We also decided to concentrate our efforts upon one line of railway for the present.

The future of No. 8 is bright, as the telegraphers of this section are waking up and see that the only relief is to join the O. R. T.

A few of our members have not paid their dues for the current term. I hope this will remind some of them if, by chance, they receive or see a copy of the December TELEGRAPHER.

Yours in S. O. and D.

CERT. 28.

Pittsburg, Div. No. 52.

The regular meeting of this division was held on November 18, with a good crowd on hand. One man was duly initiated. This brother was an ex-member of the division, and its secretary in 1890 and 1891, but took a withdrawal card in 1892. Bro. G. T. Smith is doing good work for the division in his territory, and the secretary read four petitions of members initiated by Bro. Smith. Bro. Tucker, on the B. & O., initiated one man during the present month. Bro. Dacres was present and reported that he expected to have quite a number of petitions on hand for our next meeting, as matters were reaching a crisis in the field in which he is now laboring, and success is hoped for.

Bro. H. K. Klingensmith was reported as being ill with typhoid fever. Bro. Bowman, of the P. & L. E., was also reported as being on the sick list.

Several old-time members were on hand to lend their good advice, and spoke heartily on the manner in which the division is growing.

Bro. Toms has returned from the far West; says he can't live in a canyon all by himself, and concluded that good old Smoky City was better for him than such a place as he was working. He returned and commenced working extra on the B. & O. R. R., but we since learn that he has left that road and is located with some private firm in the city. We wish you success, Harry.

The regular meeting was held December 2, with a good-sized number of the brothers on hand. The secretary read one petition from Bro. G. T. Smith, that of Mr. A. H. Lamb, whom he initiated the past week. Petitions were also read for sixteen members whom Bro. Dacres initiated since our last meeting, which certainly verifies the statement he made, and we are glad to note the success he is

receiving, and trust he will continue in the territory he is working until he has secured the entire number of operators employed on that road. He says he has several more for his next report.

A request for transfer card from Bro. R. W. Keyes, of Nickle-Plate Division No. 18, read and same was ballotted on, and he was accepted as a member of this division. Also request from Bro. V. W. Brooks, of Division 34, asking that he be transferred to this division, read, and on ballot being taken, he was elected a member of this division. Both these brothers are located in our territory and are doing good work among us.

Bro. Deshong was reported as having resumed duty on November 26, saying he had about recovered. Bro. McManus was reported as feeling much better although he had not been able to return to duty as yet. Bro. Klingensmith was reported as being somewhat better.

Brothers, let each and every one strive to talk to the members around you and see if any of them are in arrears for this term's dues and, if so, urge upon them to remit the amount to Bro. Hare, else they will be suspended at close of the year, and we don't want this. There are only a few, but we want to retain them all. "JIMSEY."

Wanted.—The addresses of the following named members of this division: W. L. Bervinkle, former address, Monongahela, Pa., P. V. & C. R. R.; M. S. Buck, former address, St. Petersburg, Pa., P. & W. R. R.; W. D. Carr, former address, Red Bank, Pa., A. V. R. R.; A. W. Leggett, former address, care of Postal, Chicago, Ill.; J. F. Cooley, former address, care of P. & W. R. R., Allegheny, Pa.

Anyone knowing the whereabouts of the above named will confer a favor by notifying J. W. Barber, 256 South Highland avenue, Pittsburg, Pa.

ALLEGHENY VALLEY NOTES.

We are still keeping up the clip on the A. V. Ry., and grinding away, as usual. I think the boys find it almost impossible to get very much business off lately, as the wires are down a good share of the time, and, as business is quite brisk, of course we all have our troubles, especially "MS" at "2," trying to locate all the trouble. Bro. Cooper, who has been working at "TD," is now working in the superintendent's office at Forty-third street.

Bro. Whitesell, who has been working at "Z" for the past few months, and who has been off for a couple of weeks' vacation, is now working at "BR." Henry is working at "Z." Brother Hawk is working third trick at "Z."

Miss Eaton, operator at Verona, days, has been sick for the past few weeks, but has resumed duty again, and Operator Flynn, who was working in her place, has gone back to his old position.

At "CM" we find "HA," and Bro. Truby at "KD."

Frank Croyle is working nights at Kiskiminetas Junction, and Operator Shouster, formerly night man there, is working the day turn.

Bro. Wm. Rimer is working nights at Kittanning, and Bro. Reynolds is still at the key.

At Mahoning we find Bro. H. W. Black, and at Rimerton is "HY" at night. Good luck to you, "HY."

At Brady we find "MR" busy as any on the pike, and "WS" is at Monterey, hunting chestnuts. I expect.

Marshall, agent at Hulton, will resign and, I understand, Charles Croyle, now agent at Mosgrove, will relieve him. There will be one man at Hulton now.

Won't some of the brothers take a few spare moments and write up a few notes for our January number, and send them to our secretary, I am sure you all have some spare moments which you could use to a good advantage, and I am sure many of the brothers know more of the boys and how things are going along the pike than I do, and I am sure that if each and every brother would write even a few short notes it would make a great showing. Our secretary's address is 258 South Highland avenue, Pittsburg. Please send what notes you may write up to him.

CERT. 997.

Detroit and Mackinac Ry. Co.

And still there's more to follow.

Mr. Brandon made a dash over the line of the D. & M. Ry. and didn't do a thing but line up the boys on the Southern Division. We are pleased to note such grand success and how quick it was done. It's evident the boys are onto their jobs, for they were up and dusted in a business-like manner.

Boys, this is a grand step and in the right direction, and we all welcome you in the Order as our Brothers.

When I went into the Order, about two years ago, I knew nothing of what it was to be an Order man. I had often wondered how the Agent at the next town would benefit me by being organized. A few months after joining I found out of what assistance the other Agent was to me, I being on the hog. Where were my Brothers. They were right there and willing and ready to assist me in all directions. I owe considerable respect to the boys of the Division to which I was one of the first to join. So now, boys, you have made such a fine start, let us all pull together and not stop until we get the finishing touches on.

Mr. Brandon did a nice thing for us. He did not go over the North Division, so we will have to go after the remaining ones and fix them up.

You note what has been done has only taken two or three days' time, so let every man stick and we can't help but succeed.

This, being the first introduction with the D. & M., and young as we are they surely won't look for more. Let us hear from some of the other members. 73 to all the boys, and Mr. Brandon, wherever you are.

Yours in S. O. and D.,

F. R. G.

Worcester, Div. No. 46.

The October meeting had a small attendance, evidently the brothers think the work is all done, except to save enough money for dues. This is

not so, and it is the duty of every member to put his shoulder to the wheel and push the chariot of progress along.

Election of officers, according to new constitution, doesn't come until June. Some of the officers have already served a year and, feeling they have done their share, want to swap with you.

It is gratifying to see one member has contributed to this department. Well done, "Lenox," come again.

Our local President has returned from a two weeks' vacation prescribed by a doctor.

An O. R. T. boy was born to Mr. and Mrs. W. W. Brown.

Bro. Chapman is to take an indefinite rest.

"Oakdale is a hot office, and Dan looks bad," is on everybody's lips, but still operators are not overworked.

Bro. Rogers, of 256, was around to see us. Says we are slow up here. Does this make you mad?

A number of the members say they don't have time to read THE TELEGRAPHER. Bosh! It certainly contains more matter favorable to your interests than most of the daily papers. Read it and prepare yourself for the evolution.

DAVID.

L., E. and St. L. System, Div. No. 27.

This is to notify all brother telegraphers that the Louisville, Evansville and St. Louis Consolidated Railway, commonly called the "Air Line," is an O. R. T. road, they having recognized us September 29th. Our schedule goes into effect November 1st. It has met with the approval of all concerned. The committee received the best of treatment from the officials, referring particularly to Superintendent Morley, and Train Master Larcey, with whom we treated. It is to be hoped that each telegrapher on the system, whether a member or not, will give the company the best service he can. It will be expected. A copy of the schedule will be sent each telegrapher as soon as they are received from the printer.

There will be a new Secretary and Treasurer for the balance of the year, as the writer is compelled to resign on account of increased duties. However, I will not lose sight of the O. R. T., and Division 27 in particular, if I am not in the telegraph service. I hope every man on the "Air Line" will come in. He need not be afraid. It will not injure him any way, but will help him.

I will not take up any more room.

I have an idea Bro. Perham has me marked up "N. G.," as I have not been doing my duty to him lately. Bro. J. M. Stubblefield, my probable successor, will do better.

Before closing, I want to ask all who read this to remember the "Air Line" when they are routing freight and passenger business. We will appreciate it, and return the compliment at every opportunity.

Think it would be a good idea to publish a list of O. R. T. roads in the journal occasionally for our information.

Now, boys of 27, you are on solid ground, stay there. Go to work and get the "nons" in. They should be ashamed to stay out now.

Write all the news you can gather and send to the Secretary, who will report each month in the journal. Keep in touch. Wishing you all success, I am,

Yours in S. O. and D.,

NILE SHAW.

C & O. System, Div. No. 40.

Peninsular District:—

It having fallen to my lot to write up the Peninsula Division this month, I will do so in as few words as possible. As many as were able attended the meeting in Richmond, on the 16th inst., and all found it interesting, and all were convinced that it is to our advantage to attend meetings as often as we can, and not one was present who did not go home encouraged to work with greater zeal, and if we can keep ourselves up to this stage of interest there is no doubt but what we can do some good work. The next meeting is on December 16, and we want to have a better attendance, if possible, than last meeting. We are very sorry, indeed, to have to report that one of our best men and hardest workers, Bro. W. Mallory, is very ill with typhoid fever at the hospital at Clifton Forge, and we all look forward with great anxiety to his recovery and return to work. Bro. J. G. Thomas, at Lee Hall, is keeping "bach" for a week or so, his better half having gone to her home at Ashland, Va., for a visit. We sympathize with you "JG," for we know how hard it goes with you. Following is a list of all Order men on our district, which list we hope to increase materially in the next two months: Fulton, W. Mallory; Fort Lee, R. W. Bober, C. H. Whitlock; Elko, E. B. Winn; Roxbury, W. A. Quarles; Toano, L. G. Bentley; Williamsburg, C. M. Urban; Grove, H. P. Wynne; Lee Hall, J. G. Thomas. Yours in S. O. and D.,

DIVISION CORRESPONDENT.

Lexington Division:—

Not seeing anything from this division since I have been a member of the Order, I think it is high time some of us awake from our slumber and let our brothers on Eastern division know we are still living, and that we feel as much interested as they do, for we do not want to sit down and fold our hands and enjoy the fruits of some other's labor. Everything is moving nicely, and all our boys seem satisfied, but we noticed at our last meeting only three from Lexington Division were there. This was not a good showing, and I trust in future to see Lexington Division boys display a little more energy and come out to our meetings. You can assist us and make the meetings interesting, and no one can truthfully deny but what they have already proved beneficial to every operator on the C. & O. system.

I do not think there is an operator on the division who should not feel more interested in the O. R. T. than I do, as I have not worked for that department for four years; but still I expect to carry an up-to-date card, all the same, and I would

certainly be glad to see some of our members evince a little more interest in the Order and attend all our meetings. We cannot expect to gain anything or increase our membership unless we talk O. R. T. to all of the "nons." We should never let an opportunity pass to say something good of the Order.

We had the pleasure of meeting Bro. Stratton at our last meeting and, boys, let me say, his whole heart is in the work, and he expects to protect our interests, but he is powerless unless we assist. Let us start in the first of the year with renewed vigor and help in the cause.

Bro. H. O. Irwin is off on a hunting expedition. His nephew, Mert Irwin, holds the chair. Glad to see you coming, Mert. Send in your petition as soon as you are eligible.

Bro. O. L. Shay is off hunting this week. Lou is a crack shot and his nerves are very steady since the election.

Bro. E. H. Dempsey has been visiting friends and relations at Cotton Hill. J. A. Sewell made "WBs" and assisted his father during Bro. Dempsey's absence.

Bro. O. M. Elam has accepted the day job at Midland and is fixing up for housekeeping.

CERT. 163.

Canadian Pacific Ry.

North Bay Division:—

It is a good sign to see the brethren of late taking a little more interest in writing a few articles for our journal. It shows we are not in a state of lethargy. I am not a professional "War Correspondent," but will give you a little to digest.

Since our last journal was issued a few changes have taken place. Our local chairman, Bro. W. B. Way, has been promoted to the position of chief at Chapleau, and Bro. McIntyre, of Bissett, elected in his place.

Bro. J. O'Meara now works first trick, Bro. T. A. McArthur second, and Bro. G. T. Coleman falls naturally into third, and they have the respect and good wishes of us all.

Mattawa is now vacant, and report says there are a lot of applications for it.

A worthy brother, in last journal, calls 212 down for mentioning the names of some who are not members, and mentions that he is acquainted with some of them, and they are whole-hearted fellows. How does he know? Has he run short of a few forms report days, and got some from them? Well, now, that doesn't cost them anything and they look for a return of the compliment, and there is no getting over the fact that any person who gets a direct financial benefit from the exertion of another and then refuses, point blank, to contribute less than one-twelfth of the amount of that benefit to carry on the good work for others, that he, himself, received, and encourage those who have fought night and day in the face of every difficulty to better the condition of the wage-earner and his family, is, to say the least, selfish to the core, and if he had any sense of honor, would refuse to benefit by what he is not entitled to, or throw in his lot with the others like a man.

There may be some exceptions, perhaps, with good reason, but it is a well-known fact that there is none on this division and patience in this case has ceased to be a virtue.

I don't like to be too hard, but I think our good-hearted brother, in his own unselfishness, may find he can use his pen to better advantage for those who stand by us than making excuses for men who repeatedly, and in some cases, more emphatic than polite, refused to join the O. R. T. Nevertheless our beloved Order still continues to increase in membership and good feeling, and each year finds those who stand by it more and more drawn together by the bonds of good fellowship, and brings us nearer to the goal for which we all ought to strive, viz., the Fatherhood of God and the brotherhood of man.

Wishing all the members of our noble Order a merry Xmas and a bright and prosperous New Year.

UNCLE JOSH.

Atlantic Division:—

I have looked the journal over for two long months and have not seen even one small note from the Atlantic Division of the C. P. R., so I will try and see if I can give a few notes that will interest our friends who used to work with us, but are now on other roads.

First we find Bros. Kane and Matthews doing the right things at Lowelltown.

Bro. Potter, regular agent at Holet, is sick and is being relieved by Bro. McLeod.

Bro. Johnson holds Jackman down, with Mr. Olson as "night owl."

At Moosehead, Bro. Byrne does the act from 10 a. m. to 10 p. m.

At Greenville we find Bros. McCluskey and Hacking, both rattling good fellows, especially when there is fun in the air.

At Onawa you will find Bro. Ferguson. (Angus, do you remember when we used to go in swimming at N. D.?)

At "OS" we find Dispatcher Howard, who, I understand, is the only brother there, but he is all right and will do the right thing.

At Lakeview, Bro. C. K. Howard does the work in the office and rocks the baby.

At Leboois, Bro. McLeod answers the calls and asks for thirty minutes to eat dinner.

Well, boys, I cannot go any farther, so will cut out. If the goat does not swallow this I will try again.

The winter traffic is picking up and there will be work for lots of operators, but none but O. R. T. men need apply.

Yours in S. O. and D.,

LADY SMITH.

Ontario & Quebec Division Lines, East:—

Bro. S. C. G. Savage, of St. Philippe, East, has the heartfelt sympathies of all in his sad bereavement, through the death of his wife, which occurred November 4.

Bro. Jannelle wore the agent's badge in the absence of Bro. Savage, St. Philippe. New Opr. Perron on nights.

Bro. J. H. Smith, of Brigham Junction, off holidaying. Bro. "O" Sullivan shakes the "K" as agent in the meantime.

We are sorry to hear of Bro. Grant's misfortune at Newport.

We can see flashes at night when Bro. LeGallais, of Newport, pounds brass.

Relieving agent, Bro. Swan, fills the chair at North Troy during Bro. Savage's illness. Hurry up and get well, "S." The wishes of all.

Bro. Poliquin, nights, at Highlands, was on the sick list a few days recently. Owing to shortness of men, Bro. Morazain had to double, being subsequently relieved by Assistant Agent Mongeau.

Dispatcher Bro. Devault is away on a few weeks' vacation.

Dispatcher J. B. Smith has resumed duty after several weeks' absence. You sound natural, Jim.

Dispatcher G. Forbes has consequently returned to second trick and Bro. W. J. Nixon to third hours on the Montreal & Newport rope.

Bro. Gough, late of Sutton Junction, now has midnight lunch at Farnham, "WH" office; while our popular Bro. Jack Burns is back to that office, days, after several months' absence through illness. Take better care of yourself in future, Jack.

Relieving Dispatchers Bros. Morgan and Rogers are kept very busy these days, while the three relieving agents are also kept on the hump, so much so that all trace of Bro. J. O'Regan has been lost by your correspondent. Whistle, Jack!

Joint Agent Miller, of Adirondack Junction, is off for two months and 'tis said sojourning in the Adirondacks. Mr. D. S. McCarthy, an old-time C. P. R. man, interchanges traffic at that point, with Bro. Lytle, late of Foster, as day operator, and J. Choquette, nights.

Bros. Dumay and T. O'Regan clearing trains at Montreal Junction. Where is Bro. Mac?

Traffic is very heavy on this end, and the same is reported all along the line, the company's earnings increasing at a great pace, to the greatest pleasure of all its employes, all of whom are evidently attempting to show their appreciation of the kindly feelings existing between official and employe by practicing economy and good judgment, showing also at the same time that better wages mean more labor.

Havelock & Toronto Section:—

Where is that "scribe" that was appointed at our Havelock meeting? Is he still looking for news? Come, Jim, wake up, and let's hear from you.

Say, boys, wonder who the boss calls a reliable person? Some of us, I presume, can get the parson to witness the scrub bills, but more of us are not so fortunate. Wonder if the boss could not be persuaded to appoint a reliable man or woman in each town to pay out this scrub money and look after the company's interest? I would suggest that each of the boys recommend the health officer in their town to look after this work and witness the scrub bills. I called on our parson the other day and very courteously asked him if he could help me out, but he declined, putting up the plea that while he would like to do me a favor, he did not think one in his congregation would approve of it.

Macon, Ga., Div. No. 114.

The regular monthly meeting of this division was held Sunday, November 12, with President H. C. Garrison in the chair, and Bro. V. H. Cain, secretary.

There were several visiting brothers and sisters, among whom we noticed Sister Sandal, who is taking a business course in Macon Business College, and Bro. W. H. Hillsbran, from Indianapolis, Division 38. We also will, with pleasure, note that Bro. Perry, from Forsyth, Ga.; Bro. Snyder, from Griffin; Bro. Sapp, from So. Ry. Co.; Bro. Shackelford, from Bolingbroke, and several others. We are certainly proud to see our meetings growing in interest and the continued increase of members present. This is as it should be. Every member of Division 114 should make it a point to attend these meetings at least once every three months, or oftener. We have the banner division and we want to keep our standard at the front. Visiting members will always be welcomed. So try and come and lend us your presence. It will do you good and make us feel good, too.

Central of Georgia System Notes:—

We note with pleasure that Mrs. F. P. Ayers, the wife of our chief dispatcher, is recovering from a severe spell of sickness.

Bro. "Bull" Harris has been sick, but is at the key again, keeping the night boys awake.

Bro. J. Shackelford, of Bolingbroke, held S. W. Junction down a few nights during the regular man's absence. Shack is all right, only he has too much business "downtown" when in Macon.

Bro. J. N. Hightower has sold out his carriage works in Florida, and is now with the G. S. & F. road at Macon. He is the only expert hunter and fisherman in our division. When he goes after a fish he generally gets one, or will tell some mighty big tales about hanging the big ones.

Bro. C. F. Schaub, with the G. S. & F., Macon, called on us not long since. All dyked out up to date.

There is nothing like patent leathers and flowered vest, accompanied with a good-looking fellow and a red cravat.

Bro. C. A. Cooley, who was for a long while agent and operator at Bolingbroke, Ga., is now with the M., K. & T. system. "CA" is a good boy, and we introduce him to you as an A1 man and worthy the respect and confidence of the O. R. T. wherever he may be.

Bro. J. J. Montgomery, the "onlyest" pebble on the creek bank, paid a flying visit to Atlanta lately and struck up with "Lightning Buckner," and what this pair did for the Gate City was a-plenty. "O" has tried to tell us about it several times, but he would get too full for utterance. We don't mean that "O" was full of "booze," for you could not get him to touch a "single drop."

Bro. J. T. Turnipseed, agent at Hampton, has had his office remodeled and it is a beauty, too. We are glad of this, for he deserves all the good treatment the company can bestow upon him.

Bro. T. C. Barger on and his wife have our hearty congratulations upon the recovery of their little son, who has been dangerously ill.

Well, boys, this letter is short on items, because you can't spare ten minutes' time once a month to send us what items you know of. "In unity there is strength," and we feel mighty weak for the lack of this unity and assistance. We are away out here by ourselves, and, as a matter of fact, can only give in our letter what comes under our personal notice. So if you would like to see a long letter from Division 114 and get your names printed, just fall over each other in sending me some items each month, not later than the 20th. My address is "SX," Macon Junction, Macon, Ga. "SX."

From the Pacific Coast.

Upon the Pacific coast the work goes merrily on. During the past month we have added a dozen new names to our membership roll. For the large membership we represent, the delinquent list is growing beautifully small. If the brothers keep up their energetic work, there will be very few to be dropped out on December 31.

In a financial way, we have done exceedingly well, also. The large bill incurred by our general chairman while organizing has been settled in full, and there is still money in the treasury. Not a very large amount, but considerable, when it is considered that we have no debts other than what is owed by the General Committee to its members.

Like all new machinery, the schedule has spots that run hot. Few, considering the vast interests concerned, but these interests are so great that it is absolutely necessary that we have a man on the ground at all times to lubricate the bearings. It is to be regretted that we could not have had this man from the beginning. However, it will be but a short time until we have such an official, after which grievances will receive prompter attention than in the past.

In the person of Geo. Estes, we have perfection personified, in a salaried general chairman. He is among the "large" men in the field of organized railroad labor of to-day. It can be truly said he is second to none, being well educated, polished and magnetic, and of many years' practical experience at one of the heaviest stations on the S. P. lines.

He has not yet said he would accept the position, in fact, he has been averse to doing so, but seeing the necessity for such an official, as he does, the writer fully believes he can be persuaded to accept the duties and responsibilities.

Much money has been lost to the telegraphers of the S. P. already, through a lack of thorough understanding of rights under the schedule.

While Mr. Estes will have to be paid a good salary, this will be more than saved to the fraternity at large through his work in their behalf.

Many grievances, some petty, some serious, have arisen through lack of a proper understanding of the meaning of the schedule, some having to remain unsettled for so long a period, awaiting the coming of the general chairman, that they caused some feeling. After we have a general chairman on salary, there will not be these long delays, and results of adjustment will be equally satisfactory.

A lively interest in the O. R. T. is manifest upon all the roads west of the Rockies, and it is destined that this part of the labor world will play an important part in affairs of organized railroad labor in the future. At the present time more interest is displayed upon this coast than any other part of the United States, with the "Down East" in second place. Both these sections have forged ahead of the "Middle West," which a few years ago was in lead of the van, but now is far in the rear, both in organization and earning power. And how could it be else? Did anyone every stop to figure out the number of students turned out of the many offices in the territory west of Cleveland and east of the Rockies? I do not suppose they have, and it would be an undertaking of no small magnitude to do so. In this connection I recently heard an excellent story with a moral.

John Brown, Richard Roe and James Doe, with many others, were engineers upon a large system of railroad. All good men, but good men make mistakes at times, and fatal ones.

The three engineers named had been in the employ of the road upon which they were running for many years, and had risen to preferred runs, but each had, upon a certain day, overlooked a meeting point, or a signal, and caused wrecks, more or less serious, and some fatal.

They were dismissed as a natural result of such forgetfulness, but in the course of sixty or ninety days they were seen upon their engines again. It was held, and justly, that the fact of their creating these wrecks, through forgetfulness, or other causes, would make them safer than would be new men. The management believed this, too, and reinstated them, which was perfectly just.

Upon this same line of road were many telegraphers. Some of these had overlooked their hand, and cleared trains for which they had orders.

Now, the engineers had a schedule, and were working shorter hours than the telegraphers, no fault of the engineers. The telegraphers had no schedule at the time of which I write, and were working twelve, fourteen, sixteen and more hours per day. The particular telegrapher of whom I write never worked less than fourteen hours, and often many hours longer. The day previous to that upon which he overlooked his hand and cleared a train for which he had orders, he had worked sixteen hours, and was necessarily sleepy. His error, however, created no accident, as he was able to catch the train at a small town a few miles beyond, by "fone."

Shortly after this the telegraphers upon this line of road secured a schedule and their general chairman tried to get the telegrapher reinstated, and in argument offered as to why he should be reinstated, the cases of the aforementioned engineers were cited as a precedent, and the question was asked, "Why make flesh of one and fowl of another?"

The answer was characteristic of managers: "We need engineers; telegraphers are plenty." This is a true story.

Is there anyone unable to find the moral? If so, write Bro. Perham, who will tell you: "Don't teach telegraphy." CART. 267.

W. & L. E. R. R.

East End:—

Changes occurring fast and furious since this end was heard from; scarcely able to keep track of them.

Force at Navarre entirely new.

Bolivar has a new night man, Mr. Friend. Orris Singer, former night man, now at New Cumberland, days.

Bro. P. F. Pullam, formerly nights at Somerdale, now agent at Sherrodsville, vice Bro. J. P. Clay, who has left the Wheeling.

Bro. J. H. Homan still at Valley Junction. Don't know the day operator.

Bro. Davy Gibson still at Bowerston.

Bro. F. M. Moore, nights, at Scio. Think we will make it two before long at Scio.

Bro. S. G. LeMasters at Jewett, nights, with L. D. Snyder, days, vice Bro. W. E. Wood, who is now night dispatcher for the W. B. & T. Ry., Wheeling.

Bro. G. M. Bricker, former agent at Adena, promoted to agent, Bedford, O., Cleveland Division. Adena now held by J. E. Franks, former bill clerk at Long Run.

Bro. C. I. Parlet, formerly at Long Run, is now agent at Mt. Pleasant, vice Bro. W. D. Cooke, who, I understand, is in Toledo, working for the C. H. & D. Ry., in the general freight office.

New man at Long Run named Roebuck. Think he is an old Pennsylvania man.

New man at Warrenton, nights, vice Mr. Cecil Collins, promoted to Brilliant agency.

Bro. Geo. Winters still at Mingo Junction. Chamberlain at Steubenville.

In fact, brothers, changes have been so numerous that it's hard to keep track of them all.

Mr. E. C. White is now trainmaster on First and Third Districts; Conductor Hupp promoted to trainmaster Second and Fourth Districts. Both are royal good fellows and entirely capable in every particular.

Dave Webner, formerly with the W. B. & T. as dispatcher, now third trick on east end. We are glad to see "N" get his rights. Here is wishing you every success, Dave.

Bro. A. L. Taylor, of the Grand, has been working over the Cleveland Division. It's needless to say he is getting the boys right in line.

Brothers, we will number one hundred members before February 28, 1900, if prospects hold good, and each one does his duty. Bro. Taylor will be with us, and cover the entire line and help us get thoroughly organized.

The brotherhoods on the Wheeling went to Cleveland a short time since and secured an adjustment of hours and wages that was entirely satisfactory to them. Their treatment by the officials was gilt-edged in every respect.

Now, brothers, if you will only come in and assist, we may have our condition materially bettered. There is no doubt but there would be no trouble in securing pay for overtime and other advantages if we would present the facts to our chief in proper form. In order to do this we must all be of one mind. And the way to be of one way of thinking is to organize and attend

meetings, and perfect a plan to present our grievances to the proper head of our department. We have the moral support of all the other organizations on the road, and can obtain all the help necessary to go before our officials in proper shape.

Any brother in the South knowing of parties having trained bloodhounds for sale, would confer a favor if they would write Bro. Will Carr, Secretary of System Division No. 55, Adena, Jefferson County, Ohio, giving address. Here is a good chance for some brother to make a good stiff commission, as a tip-top price will be paid for a pair of dogs filling the bill.

Our worthy secretary, H. B. Perham, is now enjoying a life of happiness, having married Miss Bird, of Gunnison, Colo., some time since. The wishes of Division 55 for their long life and happiness are herewith tendered.

Well, brothers, don't forget to get after the "non," who works next to you. Don't let him rest. Put the error of his ways before him every day.

Wishing you all success in doing so, I am,
Yours in S. O. and D.,

CERT. 40.

Intercolonial Railway.

Drummond Division:—

For the past few months, upon receipt of THE TELEGRAPHER, I have, in a rush, looked the book over and over, expecting to find news of our Division, but alas! in vain. I see that no one has yet taken enough interest to show our far-off brothers that we, on this Division, are all strictly O. R. T., and give some of our news. I did not dare do it before, as, after a chat with a late correspondent, he fairly promised he should go at it again. Sorry, Jim, you failed to keep your promise.

A few would probably like to make our dispatcher's acquaintance.

We have as first trick, Bro. E. A. Fortin, second trick, Bro. J. Delisle, and as third trick, Bro. D. Fournier, all hard at work, who claim they have no trouble, at night especially.

Let me tell you, boys, of quite a coincidence amongst O. R. T. men. Bro. E. A. Courchesne, agent of Forestdale, Bro. J. A. Rennie, agent of Moose Park, and Bro. E. F. Roy, agent of Kingsbury Junction, three neighbors, joined matrimonial life on the same date. I defy any road to beat this. The three happy brothers are back to work, after their return from their honeymoon. We wish them all lots of success in their new life.

Quite a few changes have been made lately among the night staffs.

At the closing of Carmel Pit office, Bro. Poulin has returned to St. Croix, nights, his former place. Hope your best girl is enjoying your return, "P."

Bro. J. E. Delisle, formerly of Riv. du Chesne (summer resort), has been appointed at Moose Park, nights. What do you think of the promotion, John?

Yours in S. O. and D.,

CERT. 148.

Grand Division

OFFICIAL DIRECTORY.

GENERAL OFFICES, ST. LOUIS, MO.

GRAND OFFICERS.

W. V. POWELL,
President, St. Louis, Mo.

M. M. DOLPHIN,
First Vice President, St. Louis, Mo.

A. L. TAYLOR,
Second Vice President, St. Louis, Mo.

H. B. PERHAM,
Secretary and Treasurer, St. Louis, Mo.

BOARD OF DIRECTORS.

C. Daniel, Chairman, Kimball House, Atlanta, Ga.
S. C. Mahanay, Secretary, Sherwood, Mo.
L. A. Tanquary, Cuchara Junction, Col.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Calgary, N. W. T.

Members of the Order desiring their addresses changed, should in all cases, notify H. B. PERHAM, Secretary and Treasurer, St. Louis, Mo., also their Local Secretary.

Notice.

To Telegraphers on Ohio Southern Ry:—

Bro. H. C. Mitchell has been appointed Local Secretary and Treasurer of Ohio Southern System, Division No. 48. All correspondence, remittances, etc., for the division should now be sent to H. C. Mitchell, Uniopolis, Ohio. Yours in S. O. and D.,

H. B. PERHAM,
Secretary and Treasurer.

To Local Secretaries.

Inquiry is being made in regard to the making of annual reports, indicating that the law on the subject is not clearly understood. Attention is called to Section 9, of the Statutes, relative to the duties of local Secretary and Treasurer. The commencement of the second paragraph reads as follows: "He shall make out an annual report

on blanks furnished by the Secretary and Treasurer, which shall show all members initiated, received by card, withdrawn, transferred, suspended, expelled, and deceased, for the preceding year, to and including December 31st, also a true and accurate statement of all moneys received and expended during the same period, and the name and certificate number of each member in good standing on January 1st following," etc., etc.

Section 30 of the Constitution reads, in part, as follows: "All Divisions which have filed their annual reports with the Secretary and Treasurer on or before the last day of February, and have paid their dues and fees to the Grand Division as required by Section 36 of the Constitution, shall be entitled to representation in the Grand Division," etc., etc.

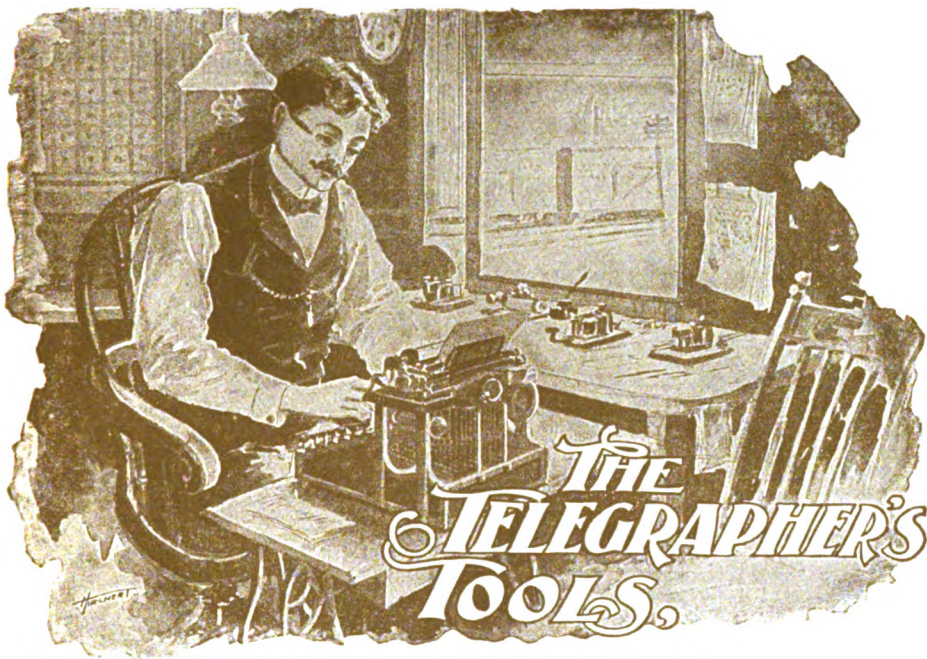
Blank forms for these reports will be mailed to the Secretary of each subordinate Division about December 15th inst.

Yours in S. O. and D.,
H. B. PERHAM,
Secretary and Treasurer.

Organizers' Commissions.

The practice of issuing organizers' commissions to members who are not exclusively engaged in organizing, will be discontinued with the close of the year 1899. On and after January 1, 1900, commissions will be issued only to organizers who are in the employ of the Grand Division, who devote their entire time to the business.

Yours in S. O. and D.,
W. V. POWELL,
President.



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Nothing Succeeds like success. The Best Evidence of OUR Success appears in the

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I purchased my Smith Premier Typewriter from Mr. Hitchcock, manager Typewriter Exchange, over a year ago. It has given first-class satisfaction and service in every respect. I heartily recommend this Exchange to Telegraphers, as being reliable, as all their machines are in good, first-class shape before they are delivered. I have heard the same expression of approval from several other operators in this office.

Very Respectfully,

E. W. McMAHON,

Operator Main Office, W. U. T. Co., Chicago, Ill.

Chicago, June, 1898.

The Typewriter Exchange,

L. D. Hitchcock, Manager.

The two Remington typewriters purchased by me from your house in March and October of last year, are all that you represented them to be, and I have always found you to be a thoroughly honorable and fair dealing house, reliable and obliging.

Yours respectfully,

WM. ROCHE,

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as to Responsibility.

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Coming to the Factory.

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